RUSS OLSON VOLUME 9A and 9B

OPERATIONS

Description

Organization; Line Combinations and Routes, Route Maps, Car Line Descriptions, Destination Signs, Cars Operated. Operating Practices, Various Operating Topics

Sub-divisions Within This Volume

- Contents of the Front Pocket
- Organization
- Routes and Lines Combinations
- System Maps
- (Unnamed Divider)
- Destination Signs
- Operating Practices
- Fare Collection, Transfers
- Sightseeing
- Fairgrounds, Motor Speedway
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CONTENTS OF FRONT POCKET

Instructions for Motormen

INSTRUCTING TRAINMEN ON THE TWIN CITY LINES

Below is reproduced the set of instructions and drawings used by the Twin City Rapid Transit Company, of Minneapolis and St. Paul, for educating trainmen with respect to the electrical equipment of the car and its proper care and handling. Codes of instructions of this kind are always interesting as showing how different companies educate and train their employes.

In handling new men on the Twin City lines, the procedure is as follows: All applications for position of motorman or conductor are received at the employment bureau. If the applicant "sizes up" in general appearance and deportment, his application is received and he spends two days in preliminary instruction in the employment department. He is then assigned to a depot, and in the case of a motorman, is required to spend not less than 140 hours, platform time, breaking in. The first half of this period, or a minimum of 70 hours, he spends with one instructing trainman, on a car covering one line. During this time the recruit is learning the general features of the car equipment, how to handle his brake and controller, and the duties of a motorman in general. The last half of the breaking in period, i. e., not less than 70 hours, the new man covers all the lines operating from that depot, learning the physical features, such as stops, slow downs, grades, etc., so when he finally qualifies he will be able to operate a car on any line in his division. At least once a week during the breaking in period, the student reports at the employment bureau, and in company with other students, is taken out in an instruction car, and given further instruction concerning the equipment and his duties. After he has been O. K.'d by the instructing motormen, and has put in the required minimum of 140 hours breaking in, the recruit goes back to the employment bureau for final examination. After passing this, he starts to work at the bottom of the extra list.

During his breaking in period the student is given a student's pemier, or set of instructions, of which the following is a copy:

DESCRIPTION OF POWER EQUIPMENT OF ELECTRIC CAR

The power equipment of the car includes the running, braking and lighting apparatus.

The parts making up the running apparatus are as follows:

Trolley wheel.
Trolley pin.
Trolley yoke.
Trolley pole.
Trolley base.
Trolley wire.
Circuit-breaker, or fuse and switch.
Lightning arrester.
Kicking coil.
Controller, or contactor and reverser.
Motor cables.
Resistance leads.
Rheostats.
Motor leads.
Motors.
Ground wire.

The construction of the various parts and their uses:

Trolley Wheel

The trolley wheel is of cast brass, having a chamber for containing oil, and a composition bushing containing graphite for the purpose of lubricating the bearing on the pin.

Trolley Pin

The pin is made of steel and is held in place by two pins.

Trolley Yoke

The trolley yoke is riveted to the end of the pole, supports the ends of the pin, and is provided with two bronze springs which rub on the side of the wheel for the purpose of conveying the electric current which is collected from the line trolley by the wheel, to the trolley pole.

Trolley Pole

The trolley pole is a steel tube, supports the wheel in place, and conveys the electric current to the trolley base.

Trolley Base

The trolley base consists of a pivoted socket for receiving the trolley pole, a set of coil springs in compression which, through connecting links, hold the trolley pole in position and the trolley wheel in contact with the wire; and a rigid base screwed to the car roof; the assembled whole allowing both vertical and lateral swing.

Trolley Wire

The trolley wire, a stranded copper wire $\frac{1}{4}$ in. diameter, insulated with rubber for 600 volts, conveys the electric current from the trolley base to the controller.

Circuit Breaker

The circuit breaker, connected in the trolley wire, is an automatic switch controlling the supply of current to the controller.

The construction is such that after having been closed by hand it is held closed by a latch which is governed by a spring having an adjusting screw by which the proper tension is obtained.

On the latch is a piece of iron which is attracted by the main current as it passes through a coil of wire on the circuit breaker.

The tension of the spring determines the amount of current necessary to trip the latch and thereby allow the circuit breaker to be opened by the heavy spring, which bears against the handle, thereby cutting off the supply of current.

Lightning Arrester

The lightning arrester connected to the trolley wire is an automatic device for the purpose of relieving the line of a charge of lightning, thereby protecting the motors. This is accomplished by allowing the lightning to jump across the air gap between two pieces of carbon and pass thence to the ground through a ground wire.

Kicking Coil

The kicking coil is a part of the trolley wire wound into a spiral coil, its purpose being to hold back a lightning discharge from passing through the motors and cause it to pass through the lightning arrester.

Controller

The controller is an apparatus by means of which the electric current is directed and distributed to the motors and their parts.

Its construction is as follows:

Blow-Out Coil

The blow-out coil conveys the current from the trolley wire terminal to the trolley-contact finger, its purpose being to extinguish the flash at the contact fingers, when the controlling cylinder is moved.

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Controller Contact Fingers

The contact fingers in conjunction with the controlling cylinder, when properly operated, give the proper application and distribution of current to the motors. Those in conjunction with the reverse cylinder give the proper distribution of the current to motor parts to make it possible to run the car forward or backward; also when the line current is not applied, gives the proper arrangement of motor connections to cause the car to stop if moving in a direction opposite to that in which the car would move if the line current was applied.

Controller Cylinder

The controlling cylinder consists of several sections of cast brass, united by insulating pieces, on which are mounted contact plates, the object being to control the time during which the various motor and rheostat parts are connected together, and to obtain the various combinations of connections necessary to properly operate the car.

Reverse Cylinder

The reverse cylinder is provided with a combination of contact plates by which the parts of the motors may be connected together so as to operate the car either forward or backward.

Motor Cut-out Switch

The cut-out switches are for disconnecting the motors from the controller. The upper serves to disconnect Nos. 1 and 3 motors from the controller, and when the controller is on the series points, apply the current directly on Nos. 2 and 4 motors.

Lower Cut-out Switch

The lower cut-out switch, when the controller is on series points, serves to connect Nos. 1 and 3 motors directly to the ground, thereby allowing the current to pass through Nos. 1 and 3 motors without passing through Nos. 2 and 4 motors.

Terminal Board

The terminal board connects various parts in the controller, provides a convenient means for connecting the wires going to other parts of the equipment and a mounting for the cut-out switches.

GE-87 and GE-73 Motors

Cars equipped with GE-87 motors, also cars equipped with GE-73 motors, are not provided with circuit breakers.

Main Switch

In place of the circuit-breaker there is a knife switch in the cab, which, when open, cuts off the current at that point.

Main Fuse

There is a fuse box under the car in the middle at the right hand side. This fuse box carries a copper ribbon fuse and governs the amount of current which flows to the motors. Motormen should examine this fuse box carefully and be sure that they understand how to replace a burned-out fuse.

Reverser and Contactor

The reverser and contactor on these cars take the place of, and perform the same work as, the K controller. They are placed under the car on account of their size and weight. The contactor is operated electrically by the master controller, which is in the cab. The reverser could also be operated electrically by the master controller, but cars are now equipped so that the reverser is operated mechanically by means of rods and levers.

Motor Cut-out Switches

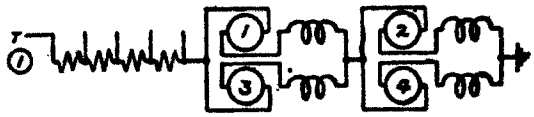
If it is necessary to cut out any of the motors, the cut-out switches will be found in the reverser. The forward switch cuts out motors Nos. 1 and 2, and the rear switch, motors Nos. 3 and 4. A small enclosed switch is placed in the cab to cut off current from the master controller and is supplied with a small cartridge fuse enclosed in same switch box. Cartridge fuses, protecting control circuits, are located one on the forward end of the contractor box and two in the cab.

Diagrams

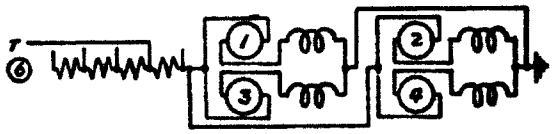
The accompanying diagrams show by means of lines the relative arrangement of electrical connections between the trolley wire and the ground as affected by the operation of the controlling and reversing cylinders and cut-out switches.

Motor Cables

The motor cables, made up of rubber-insulated stranded wire,



SERIES POINT No.1. - REVERSE.



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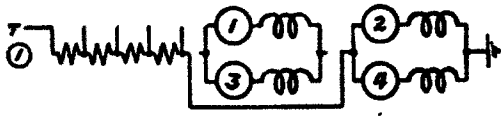
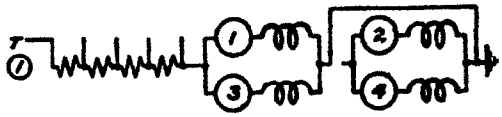


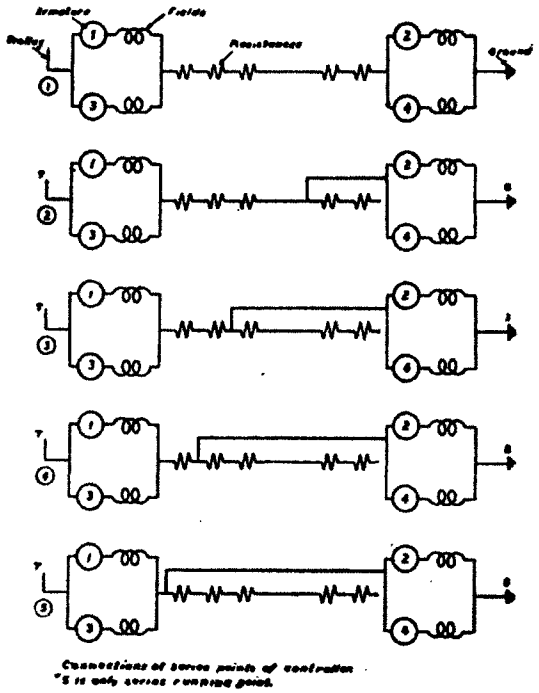
UPPER CUTOUT SWITCH THROWN OVER.
ONLY SERIES POSITIONS USED.



LOWER CUT-OUT SWITCH THROWN OVER.
ONLY SERIES POSITIONS USED.

1-FRONT MOTOR ON FRONT TRUCK.
2-REAR MOTOR ON FRONT TRUCK.
3-FRONT MOTOR ON REAR TRUCK.
4-REAR MOTOR ON REAR TRUCK.

Instruction Connecting Diagram for G.E. 70 Motor and K-28 Controller



Connections of series points of controller
*S is only series running point.

enclosed in canvas hose, form the connections between the controller and the various motor and rheostat parts.

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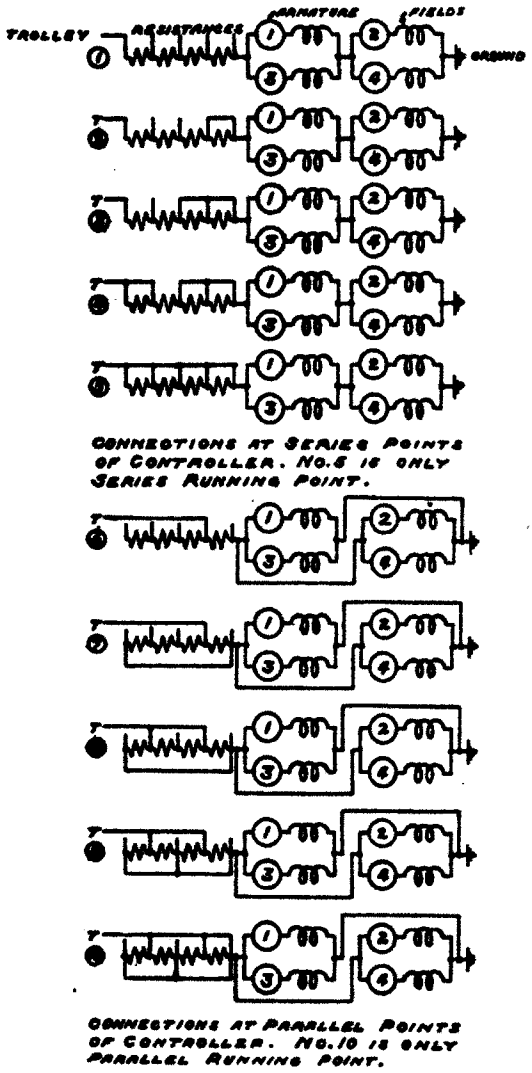
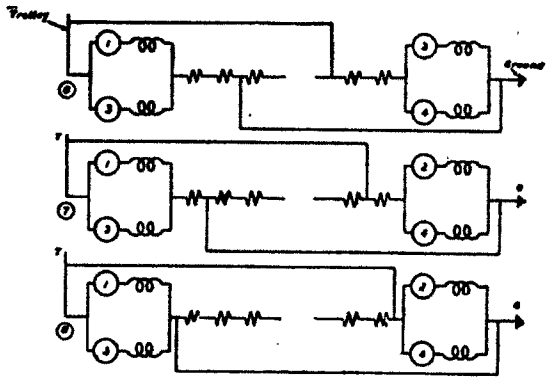
Resistance Leads

The resistance leads are the parts of the cable projecting from the cable hose and connecting to the rheostats.



Rheostats

The rheostats are made up of cast iron plates supported by, but insulated from, a frame work, and so connected together as to limit the amount of electric current which may pass through them to the motors, as determined by the operation of the controller.



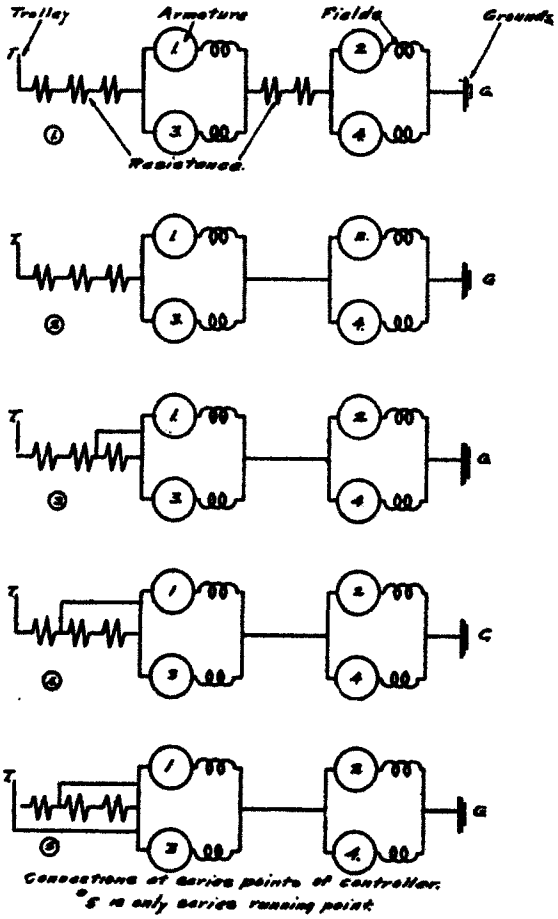
Connections at parallel points of controller
8 is only parallel running point

Motor Leads

The motor leads are the parts of the cables projecting from the cable hose and connecting with the motors.

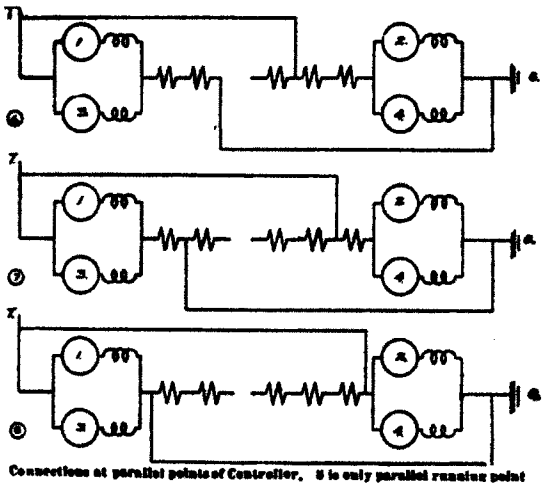
Motors

The motors, of which there are four to the car, are illustrated by the accompanying cuts. The parts and their functions are as follows:



Brush Holder

The brush holder which receives the current from the cables holds the brushes in proper position and provides a constant pressure of the brushes on the commutator by means of springs. The brush yoke supports the brush holders, insulating them from the frame of the motor.



Connections at parallel points of Controller. 8 is only parallel running point

Brushes

The brushes are blocks of carbon, designed to bear on the commutator with a constant pressure and thereby transmitting the current to the armature winding.

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Commutators

The commutator is made up of copper bars, insulated from each other and from the frame of the motor, and electrically connected to the wires of the armature, its purpose being to convey the current from the brushes to the wires of the armature.

Armature Wires

The armature wires are insulated wires so wound about the armature core that when an electric current passes through them, a pull is produced on the motor fields, tending to make the armature revolve.

Armature Core

The armature core is made of sheet-iron plates, mounted on a shaft and having slots running parallel to the shaft, its use being to hold the armature wires and magnetically connect the magnet poles of the motor.

Field Coils

The field coils are made of insulated wire, and surround the pole pieces in such a manner that when an electric current passes through them a magnet is formed which produces a pull on the winding of the armature.

The field connections join the wires of the several field coils of the motor.

Pole Pieces

The pole pieces are made up of sheet iron plates, bolted to the motor frame, and form a support for the field coils.

Ground Wire

The ground wire connects the field wire of Nos. 2 and 4 motor, also a terminal of the controller to the frames of the motors, thereby conveying the electric current to the rails, through which it returns to the power house.

TROUBLES THAT MAY BE ENCOUNTERED

Trolley Wheel

The trolley wheel oil well should be filled with oil and screw-plug in place. A wheel is worn out when the groove is worn ¼-in. deep, or when the bushing is so worn that the wheel does not turn true. The indications are excessive flashing.

The trolley pin screw should be kept tight.

Contact Springs

The contact springs may be worn out or sprung so as not to have good contact. This is shown by flashing and burning of the parts.

The pole should be so set as to cause the wheel to line up with the wire and all sacket bolts on trolley base should be tight.

Trolley Base

The trolley base should be well oiled and free to turn, springs adjusted to give proper pressure of the wheel on the wire at all heights.

Trolley Wire

The trolley wire where exposed may have its insulation injured, connections may become loose, or grounds may occur through contact with metal parts of the car.

Circuit-Breaker

The circuit-breaker is adjusted for a certain determined amount of current and *no change should be made on the road.* If the circuit-breakers blow out, either there is a defect in the circuit-breaker or in the other electrical equipment of the car, or an extra load is being thrown on the electrical equipment by some other car trouble, such as brakes binding on trucks or by the wrong use of the controller. In any case the trouble should be reported and remedied in the shops. The contacts on the circuit-breaker may be burned and roughened, the latch holding the circuit-breaker closed may be worn allowing the circuit-breaker to open by the jar of the car, the springs may become weak allowing the circuit-breaker to open on less current than adjusted for. The coil may become burned or short-circuited, destroying the automatic action.

Lightning Arrester

The lightning arrester may become grounded, blow-out coil short-circuited, discharge points blackened, connection loose, or grounded wire burned off.

Kicking Coil

The kicking coil may have the insulation burned off and become short-circuited.

Controller Blow-out Coil

The controller blow-out coil may be grounded or short-circuited. The contact fingers may become burned or rough, or springs weak or bent failing to make good contact. The holding screws may become loose. These defects may be repaired on the road.

Contact Plates

The contact plates may become roughened or the ends burned off so that contact with the fingers is not made at the proper time. The bearings of the cylinder should be oiled and made to work freely.

Contact plates should be rubbed with vaseline.

Terminal Board Connections

The terminal board connections should be frequently inspected to see that they are tight.

The motor cables may be injured by brake or truck-rigging.

The motor and resistance lead connections may become loose or the insulation injured and wires grounded.

The brush-holder may become loosened, the springs weak, the terminals unsoldered, the brushes or guides gummy, causing brushes to stick and make poor contact on the commutator.

Brushes Chipped or Cracked

The *brushes* may become *cracked*, or *chipped*, or may wear untrue, causing them to stick in the guides.

Brush Yokes

The brush yokes may become burned, causing short-circuits or grounds on the brush-holder, or may become warped, throwing brushes out of adjustment.

Commutator

The commutator may wear a groove, causing brushes to lift, or may wear flat, causing flashing, mica may wear high, causing sparking and blackening of the bars. Bars may become loose, get high and break the brushes. Bars may become grounded to the frame, causing the motor to jerk or short-circuit, usually indicated by blowing of circuit-breaker.

Leads connecting to armature wire may become loose or broken, causing flashing and indicated by burning of mica between the bars.

Grounded Armature Wires

The armature wires may become *grounded*, indicated in the same manner as a grounded commutator. The wires may become short-circuited, causing an excessive current, or may be broken or burned off, causing flashing at the commutator.

Worn Armature Bearings

The bearings may become worn, allowing armature to rub on pole piece and cause an excessive current to flow.

Short-circuited Field Coils

The field coils may become short-circuited or grounded, usually causing an excessive current. This may be indicated only when running in series if the trouble is on No. 1 and No. 3 motor and will cause flashing if the ground is near the armature connection of the field.

In case the ground is near the armature connection, the flashing and also the weak action of motor and excessive current may show in both the series and multiple positions. The wires of field coils or connections between coils may become broken or burned, causing a weak action of the motor. A ground on a field connection has the same effect as a ground of the field-coil wire.

Motor trouble cannot be easily remedied when car is on the road. A defective motor should be cut out and car pulled in.

In a case of low water, immediately bank or cover the fire with ash, or if no ash is at hand, use fresh coal, and check the draft. Don't turn on the feed nor tamper with or open the safety valve.—Practical Engineer.

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Edward P. Burch
1911

steam railroads of the district; and, in convenience and frequency of service, excel them beyond comparison. The long, vestibuled cars, M. C. B. trucks, high-speed motors, service with a limited number of stops, two-car trains, dining-car service (as on the Chicago & Milwaukee Electric R. R., Aurora, Elgin & Chicago R. R.), roadbeds of stone ballast, standard Tee-rails, a complete private right-of-way including terminals, adequate power houses, telephone dispatching, block signals, and automatic brakes render possible a high degree of speed with absolute safety. These interurban roads are profitable and permanent investments.

Interurban railways are often common carriers, with the right of eminent domain, and are subject to the reasonable control and police power of the municipalities which they connect and thru which they are operated, and to the state railroad commission.

The historical development in America is now tabulated briefly.

INTERURBAN RAILWAY DEVELOPMENT, 1890–1910.

Name of railway.	Terminal cities.	Miles.	Year.
Twin City Rapid Transit	Minneapolis—St. Paul	9	1890
Lake Shore Electric	Sandusky—Norwalk	17	1893
	Toledo—Norwalk	62	1900
	Toledo—Norwalk—Cleveland	19	1902
Cleveland, Berea, Elyria	Cleveland—Berea	14	1894
	Cleveland—Berea—Oberlin	34	1901
Akron, Bedford & Cleveland (the first real interurban)	Cleveland—Akron	35	1895
	Cleveland—Akron—Canton	58	1901
International Traction	Buffalo—Niagara Falls	22	1895
	Lowell—Lynn, Mass	26	1896
Minneapolis St. Paul Suburban	St. Paul—Stillwater	23	1898
Puget Sound Electric	Seattle—Tacoma	34	1902
Boston & Worcester	Boston—Worcester	46	1903
Terre Haute, Ind. & Eastern	Terre Haute—Indianapolis	72	1906
	Terre Haute—Indianapolis—Richmond.	140	1907
Spokane & Inland Empire	Spokane—Moscow, Idaho	91	1907
Fort Wayne & Wabash Valley	Ft. Wayne—Lafayette	114	1907
Indianapolis & Columbus, and Indianapolis & Louisville.	Indianapolis—Louisville, Ky	117	1907
Indiana Union Traction	Indianapolis—Ft. Wayne	124	1907
Ohio Electric Railway	Ft. Wayne—Lima—Toledo	137	1907
	Toledo—Lima—Dayton, O	164	1907
	Toledo—Lima—Columbus, O	187	1909
Western Ohio Electric	Toledo—Dayton, Ohio	162	1907
Illinois Traction	St. Louis—Springfield—Peoria	172	1909
	St. Louis—Springfield—Danville	2.7	1908

INTERURBAN RAILWAY DEVELOPMENT, 1890-1910.—Continued.

Name of railway.	Terminal cities.	Miles.	Year.
Several companies	Toledo—Dayton	162	1908
Thru service	Toledo—Columbus, Ohio	187	1908
	Chicago—Freeport, Ill	125	1908
	Indianapolis—Michigan City, Ind.	173	1910
	Cleveland—Lima, Ohio	160	1910
	Cleveland—Detroit	175	1910
	Detroit—Kalamazoo	145	1910

See: "Historical Interurban Roads," Elec. Ry. Journ., 1909, p. 571.

Exclusive of street railways, there are in Indiana 2300 miles, in Ohio 2600 miles, and in Illinois 1500 miles of interurban road.

Illinois Traction Company has the longest interurban routes and the heaviest freight service; and has operated sleeping cars for six years.

Indianapolis is the great interurban railway center.

Pacific Electric Railway has 560 miles of track, operates one- to five-car passenger trains, and 58 freight trains, out of Los Angeles daily, on fourteen 10- to 40-mile electric routes.

INTERURBAN RAILWAY PASSENGER TRAFFIC, 1910.

Name of principal city.	Population in 1910.	Radial routes.	Cars daily.
Los Angeles	319,000	14	650
Indianapolis	233,000	12	318
Cleveland	560,000	8	155
Toledo	168,000	8	173
Detroit	466,000	7	190
Dayton	116,000	7	155
Rochester	218,000	6	...
Buffalo	424,000	5	...
Columbus, O	181,000	8	116
Ft. Wayne	64,000	5	100
Milwaukee	374,000	5	...
Minneapolis—St. Paul	516,000	5	100

The development of the most important interurban railways in each state is shown by the tables which follow.

The order of listing of tables is geographical, east to west.

ORGANIZATION

OPERATIONS

ORGANIZATION

When Horace Lowry was elected President after the death of Calvin Goodrich in December 1915 he issued an organization manual effective January 1, 1916, of which one copy has survived. Since this system was in effect during the time period when the system was at its peak I felt a summary of its contents would best provide a sense of how TCRT was managed and operated.

The Operating Organization

The President was the chief executive officer, formulated policy, authorized methods and procedures in conducting business affairs, and performed other related functions. The 1st Vice President acted in place of and for the President in directing the active management and conduct of the business of the component companies. The 2nd Vice President acted only in the absence of both the President and 1st Vice President. Staff officers were the Auditor (Controller), Treasurer, and 3rd Vice President. The latter was responsible for the Claim Departments (Minneapolis and St.Paul) and the General Counsel (who headed the Legal Department), and was the representative of the component companies in all tax matters. Operating officers, reporting to the 1st Vice President, were: Engineer of Power, Engineer of Maintenance of Way, Master Mechanic, General Superintendent, General Passenger Agent, General Storekeeper, and Superintendent of Parks.

The Engineer of Power was responsible for the generation and distribution of electrical power, including the repair and maintenance of buildings and machinery. This comprised power stations, substations, underground lines, overhead lines, and the company internal telephone system. This was referred to as the Power Department.

The Engineer of Maintenance of Way was responsible for the construction and maintenance of all roadbed, tracks and appurtenances, including right-of-way, bridges, fences and docks. The Track Department, as it was called, also was in charge of supplying sand to the car stations and sand boxes at various points on the system.

The Master Mechanic (later Superintendent of Equipment) was responsible for the construction and maintenance of all buildings except those of the Power Dept., boats, rolling stock, and all related equipment and appliances. This included the general shops, car station shops, Rolling Stock Inspectors, Fire Marshall and the Building Dept. The Mechanical Department, as it was referred to, also supervised the wrecking cars in cleaning up wreckage and obstructions, subject to the rules of the Operating Department.

The General Superintendent was responsible for the operation of all train and boat service, the employment and training of men for this service, the preparation of schedules, and the supervision of the main office buildings and car station trainmen's clubrooms. This was called the Operating Department, headquartered at the general office building in Minneapolis.

The General Passenger Agent was in charge of all advertising and publicity, supervised the operation of the telephone system, and handled all complaints. He also made arrangements for all chartered cars and boats in coordination with the General Superintendent.

The General Storekeeper (later Purchasing Agent) was responsible for all purchases and in charge of all supplies and storehouse stock. His domain was the Storehouse located at the Snelling Shops which operated the Stores Department supply car on a regular schedule bringing parts, materials and supplies to the car stations. This department was also responsible for

supplying coal for car heating to the car stations as well as placing, supplying and removing the coal boxes at various points on the system.

The Superintendent of Parks was in charge of the operation of all amusement resorts operated by the company. He also directly managed the trainmen's clubrooms, in this case reporting to the General Superintendent.

The Operating Department

Officers reporting to the General Superintendent were the Minneapolis Division Superintendent, St.Paul Division Superintendent, Superintendent of Schedules, and Superintendent of Employment. The office buildings at 11th St. and Hennepin Ave., Minneapolis, and at College Ave. and Wabasha St., St.Paul, were under his supervision, the janitors receiving their instructions from him and reporting necessary repairs to him. He made the assignment of all passenger and service cars to the various car stations.

As of January 1, 1916, the departmental organization was as follows.

Minneapolis Division: all local lines in the City of Minneapolis; Como-Harriet-Hopkins inter-city line; Minnetonka and Deephaven suburban lines; boat service on Lake Minnetonka; and Robbinsdale-St.Louis Park suburban line.

St.Paul Division: all local lines in the City of St.Paul; Minneapolis-St.Paul inter-city line; Selby-Lake inter-city line; Snelling-Minnehaha inter-city line; Stillwater suburban line; White Bear and Mahtomedi suburban lines; Stillwater local lines; and South St.Paul-Inver Grove suburban line.

Each of these divisions was under the direction of a Division Superintendent, headquartered in the Minneapolis and St.Paul office buildings. They were responsible for the efficient and successful operation of all lines within their divisions according to the approved schedules. Reporting to the Division Superintendents were the Station Foremen, Boat Foreman, District Supervisors, Switchmen, and Trainmen (Motormen and Conductors). At the Lake Street Station in Minneapolis from which were operated the Selby-Lake and Snelling-Minnehaha inter-city lines, the St.Paul Division Superintendent had full authority on matters relating to those two lines and the trainmen assigned to them; he dealt directly with the Station Foreman.

The two Divisions were divided into Operating Districts, consisting of a group of lines each under the direction of a District Supervisor who was assisted by several Line Inspectors. On the suburban lines there were Train Dispatchers in addition to the Line Inspectors. The Minneapolis Dispatcher was located in the ticket office at 6th St. and Hennepin Ave. The St.Paul Dispatcher was located at the E. 7th St. Station. The District Supervisor was required to closely study traffic conditions on his lines, make recommendations for extra service in ample time for unusual travel, see that approved schedules were strictly maintained, follow up on the training of new trainmen, investigate accidents, be responsible for safe and proper operation of chartered trains, and during the winter months was responsible for keeping lines clear of snow and ice and had direction of the snow plows. However they had no authority over the car stations.

Minneapolis Division Operating Districts and lines.

East Side District:

Como-Harriet-Hopkins, Oak & Xerxes, Hennepin Local, Kenwood & Johnson, Western & 2nd St.N.E., Bryn Mawr, Minnetonka-Deephaven, Robbinsdale & St.Louis Park.

Nicollet District:

54th St. & Col. Heights, Marquette & Grand, Monroe & Bryant, 4th Ave. S. & 6th Ave. N.

Lake Street District:
Plymouth & Bloomington, Minnehaha Falls, Lake St. to 36th Ave. S., Franklin-11th St., East 25th St.
North Side District:
Chicago & Fremont, Chicago & Penn, Lake Nokomis-Camden, Broadway & 20th Ave. N., Cedar Ave. Extension.

St.Paul Division Operating Districts and lines.
Interurban District:
Minneapolis & St.Paul, Selby-Lake, Snelling-Minnehaha, Fort Snelling Extension.
Snelling District:
Selby Avenue, Merriam Park, Grand Avenue, Payne-Phalen, Hamline-Union Depot, Como Local, Dale & Forest, Western & S. Robert.
Seventh Street District:
Jackson & Stryker, Rondo & Maria, Burns Ave. Extension, Rice-South St.Paul-Inver Grove, Seventh Street, Miss. & Cherokee Hts., St.Clair-Hope, Snelling Ave.-E. 7th St.
Stillwater District:
St.Paul & Stillwater, Wildwood, White Bear, Mahtomedi, Hazel Park, Owen Street, South Stillwater.

At important points on the system Starters were stationed. They reported directly to the Division Superintendent. Their duties consisted of expediting the movement of cars through congested districts, handling emergencies that arose in their vicinity, and cooperated with other Starters in case of any general tie-up affecting operation in the loop district. At Hennepin and Washington Avenues, Minneapolis and at Seventh and Wabasha Streets, St.Paul, Starters were on duty at all hours. At the headquarters of each Starter a supply box was maintained containing a stock of parts, supplies, chains, etc. for use in emergencies.

At important intersections Switchmen were stationed during certain hours of the day as required to expedite movement of the cars. They reported to whomever the Division Superintendent designated.

Station Foremen had general supervision over the trainmen and other Operating Dept. employees at the car stations and were responsible for compliance with all rules, regulations and special orders. They were also responsible for the general appearance and safety of the station. The Day Station Foremen were responsible for the station twenty-four hours per day, the Night Foremen reporting to and receiving instructions from them. The cleaning of curves, switches and tracks leading from the stations to main lines, as well as storage tracks at the stations, and in winter the removal of snow from the station properties, was under the jurisdiction of the Track Dept. Maintenance of all rolling stock, car cleaning, cleaning and banking of fires, handling of tail lights and signal lights for suburban trains, and the maintenance of station buildings, including the heating plant and watchman service, came under the jurisdiction of the Mechanical Dept. The Station Foremen were responsible for providing the service as directed by the Division Superintendent and authorized by approved schedules. They assigned cars by number to the different lines, and issued suitable instructions for the pulling in and placing of cars on tracks in proper order for pulling out the next day. In order to eliminate the necessity for night switchmen, the Mechanical Dept. men listed the cars by track number as they were switched into the yards, and from these lists the Night Station Foremen marked up the cars on the station blackboards. Station Clerks were the assistants of the Station Foremen but were also subject to rules of the Treasurer's Department as to handling money.

On January 1st of each year a general assignment of trainmen to lines was made at each station. These assignments were made in accordance with the selections made by the trainmen themselves. Those with the most seniority had first choice, the others followed in order of appointment to the station. An assignment to runs was made on the first of each month in the same manner as the annual assignment to lines. Trainmen assigned to an inter-city or suburban line could choose, at the annual or monthly assignment, runs on their own line in the order of assignment to that line; however they could not choose runs on local lines or on other inter-city or suburban lines. Local trainmen could choose runs on any local line at their station in the order of appointment to the station. All trainmen not included in the monthly assignment were placed on the extra list and assigned in rotation to fill temporary and/or permanent vacancies and operate rush hour or extra service.

The Steamboat Division (Navigation Department) included all passenger boat service, together with work and supply boat service, conducted by the company. The Boat Foreman, with headquarters at the Excelsior Docks, and reporting directly to the Minneapolis Division Superintendent, was in complete charge of this sub-department. He was responsible for having a suitable number of pursers and pilots to operate the boats in regular service, to provide for excursions and emergencies, and to operate work and supply boats. Operation of the mechanical equipment of the boats, as well as necessary repairs and maintenance of the boats, was under the direct supervision of the Master Mechanic.

The Schedule Department, headed by the Superintendent of Schedules, was responsible for the preparation of schedules to cover service requirements of the various lines, preparation of special schedules for holiday and special service, and for checking traffic conditions on all lines of the system at regular intervals. Traffic checks were made every other day at the following maximum load points. Minneapolis: 12th St. and Hennepin Ave., 7th St. and Hennepin Ave., 2nd St. and Central Ave., 4th St. S.E. and Central Ave., 11th St. and Marquette Ave., 4th Ave. S. and Grant St., 1st Ave. N. and 5th St. N., 8th Ave. S. and 6th St., 15th Ave. S. and Cedar Ave., Plymouth Ave. and Washington Ave. N. St.Paul: E. 7th St. and Broadway, Seven Corners, 3rd St. and Robert St., 4th St. and Wabasha St., 10th St. and St.Peter St., Rice St. and University Ave. In general an average load in any one fifteen-minute period in excess of an average of 60 passengers per car was considered excessive. Although for the half-hour at the peak of the rush hour an average load of 70 passengers per car was permitted.

The Employment Bureau, located at the Snelling Station, was headed by the Superintendent of Employment. His subordinates consisted of one Medical Examiner, two Instructors for lines operating out of Minneapolis car stations, one Instructor for lines operating out of St.Paul car stations, and two Instructors in charge of the instruction car. When an applicant was accepted as a student, he was assigned to a car station; one of the instructors then ordinarily spent 60 hours training him for the position. The next 70 hours were devoted to thoroughly learning the local conditions and rules applying to each line operating out of the station from other instructing trainmen. Then the student spent an additional 10 hours with his original instructor. This was a total of 140 hours of instruction.

The trainmen's club rooms at the car stations were under the direct management of the Superintendent of Parks. A custodian was in charge at all times and was responsible for the general appearance, maintaining order, and enforcing company rules with regard to use of the rooms and equipment. Entertainment for trainmen and guests was under the direction of the General Director of the Employees Mutual Benefit Association. Club rooms were open on weekdays from 8 a.m. to 11 p.m. and on Sundays from 9 a.m. to 11 p.m. The charge for use of pool tables, and the prices for cigars, tobacco, and other supplies was to cover only the cost of operation, the intention being not to realize a profit. Reading rooms were supplied with local newspapers and current magazines; a public library branch had also been installed. Sleeping rooms were equipped with cots for the use of employees who desired to rest; blankets were furnished to those who desired to remain all night.

TELEPHONE SYSTEMS
6-1-1911

Northwestern Telephone Exchange Co.

Private Switchboards at:
11th St., Minneapolis MAIN 4580
College Ave., St. Paul CEDAR 2616
Snelling Station and Shops, St. Paul
Trunk lines connect the 11th St. and College Ave. switchboards to NTEC main switchboards; private switchboards are interconnected by trunk lines.
Office at Laurel & Owen Sts., Stillwater: Northwestern 123.
Private switchboards connect to all power stations and substations, offices, outside and residence telephones.

Tri-State Telephone Co.

Telephones at 11th St. and College Ave. switchboards
11th St.: Center 801
College Ave.: 2173
and in the Load Dispatcher's office at the Steam Station.

Minnetonka Dispatching System

Connected to Dispatcher's Office, Excelsior; 11th St. switchboard; and 6th St. Ticket Office, Minneapolis.

Stillwater Dispatching System

Connected to Dispatcher's Office, Stillwater; E. 7th St. Station; and College Ave. switchboard.

Private Line

Connecting the Load Dispatcher's Office at the Steam Station with Lower Dam Water Power Station, Hennepin Island Water Power Station, Wildwood Substation and Stillwater Substation.

ROUTES AND LINES COMBINATIONS

MINNEAPOLIS STREET RAILWAY
HORSE CAR OPERATIONS
Compiled from Minneapolis Tribune Articles.

9-5-1875 [selection]: The company has received but two of their six cars, their horses are untrained to the business, the track has just been laid, and rains have fallen nearly every day since it has been completed, in consequence of which it has settled in many places, making it difficult to keep the cars on the track. Still, with all these drawbacks the management have kept these two cars running, greatly to the satisfaction of all persons having occasion to pass from one side of the city to the other during the last three days, when the streets and suspension bridge have been almost impassable for footmen in consequence of the mud.

9-24-1875: According to the announcment in yesterday's Tribune, a timetable for the street railway was published yesterday by the managers.

A car will pass any given point every fifteen minutes. The first car will leave the Hennepin and Washington Avenues turntable, going east, at 6:00 a.m., and every fifteen minutes thereafter until 9:45 p.m . The first car will leave the University at 6:30 a.m. and every fifteen minutes thereafter until 10:15 p.m., the last car arriving at the stable at 10:45 p.m. The first car going east will leave the Third St. and Central Ave. turntable at 6:15 a.m. and regularly thereafter during the day on the hour, half, quarter, three-quarter. Going west the first car leaves the same point at 6:40 a.m., and every fifteen minutes thereafter.

10-13-1875: The street railway have put two cars on their line to run from the Pacific depot to their turntable, corner of University and Central Avenues, E. D. This gives a car every 7 1/2mkinutes on this part of the line. The cars making the short trips carry blue flags. Passengers will take notice that if they want to go beyond that point take the cars without the flags.

11-25-1875: Timetable Advertisement.

East Division

Going east leave the St.Paul & Pacific Depot at 6:30 a.m. and every 15 minutes thereafter until 8:30 p.m. inclusive. A car leaves at 9 p.m. The last car leaves at 9:30p.m.

Going West

The first car leaves the University terminus at 7 a.m., and Third Street, East Division, at 7:15 a.m., and every 15 minutes thereafter until 9 p.m. inclusive. A car leaves the University at 9:30 p.m. an Third Street at 9:45 p.m. The last car leaves the University at 10 p.m. and Third Street at 10:15 p.m.

Special arrangement will be made on occasions of lectures and other amusements of which due notice will be given.

No car will leave either terminus, or Third Street, East Division, in advance of time.

West Division

The West Division cars will make trips every 20 minutes, the first car leaving at 6:30 a.m.; until more cars arrive, when a timetable will be issued.

1-13-1876 Timetable Advertisement [The first after the new cars had arrived.]

East Division

Going east leave the St.Paul & Pacific Depot at 6:30 a.m. and a car every 15 minutes thereafter until 8:30 p.m. inclusive. A car leaves at 9 p.m. The last car leaves at 9:30p.m.

Going West

The first car leaves the University terminus at 7 a.m., and Third Street, East Division, at 7:15 a.m., and every 15 minutes thereafter until 9 p.m. inclusive. The last car leaves the University at 10 p.m. and Third Street at 10:15 p.m.

Special arrangement will be made on occasions of lectures and other amusements of which due notice will be given.

No car will leave either terminus, or Third Street, East Division, in advance of time.

West Division

First car leaves St.Paul & Pacific Depot at 6:00 a.m. and every 10 minutes thereafter until 9:30 p.m.; and returning leave Cedar Avenue at 6:25 a.m. and every 10 minutes thereafter until 10:00 p.m.

7-29-1876 Plymouth Ave. line will be completed tonight. Cars will run in conjunction with the Washington Ave. line tomorrow. The consolidation of Hennepin and East Division lines has been discontinued, at least for the present, for reasons stated yesterday. [Missed this article.] Cars are again running according to the old timetable: every 15 minutes in the East Division, every 10 minutes on Hennepin Ave.

11-5-1878 See the article "The Street Railway" in Notebook 2A.

3-8-1884: The old State National Bank property, on the northwest corner of Hennepin Ave. and First Street, has been purchased. It is planned to erect upon this property elegant new headquarters. When the new depot is completed all the street railway lines will concentrate at or near the proposed new headquarters.

MPLS TRIBUNE 6-10-1878

MINNEAPOLIS STREET RAILWAY.

EAST DIVISION.

Going out leave the St. Paul & Pacific Depot at 6:30 A. M., and a car every fifteen minutes thereafter until 8:30 P. M., inclusive.

A car leaves at 9 P. M.

The last car leaves at 9:30 P. M.

GOING WEST.

The first car leaves the University terminus at 7 A. M., and Third street, East Division, at 7:15 A. M. and every fifteen minutes thereafter until 9 P. M inclusive.

The last car leaves the University at 10:00 P. M, and Third street at 10:15 P. M.

WEST DIVISION.

First car leaves St. Paul & Pacific Depot at 6:00 A. M., and every ten minutes thereafter until 9:30 P. M.; and returning leave Cedar avenue at 6:25 A. M., and every ten minutes thereafter until 10:00 P. M.

MINNEAPOLIS STREET RAILWAY
HORSECAR LINES
Compiled from Minneapolis Tribune Articles

10-11-1879
Interview with Supt. Atwood

Washington Ave. line (Franklin Ave. to Plymouth Ave.)		3 1/2 miles	7 cars
Hennepin Ave. & University line (12th St. W.D. to University E.D.)	3 1/4 miles	6 cars	
4th Ave. S. line (StP&P Depot to 24th St.)	2 1/2 miles	4 cars	
In reserve			4 cars
Totals		9 miles(*)	24 cars

(*) To this may be added 1 1/4 miles of second track and several sidings for a total of 11 miles of track.
The Washington Ave. line is the best paying line. 34 employees on the regular payroll; plus track repairmen = about 50 total.

[Franklin Ave. = from Cedar & Franklin Aves. W. D. = West Division. E. D. = East Division.]

11-10-1883

Cedar Avenue line: from Washington and 19th Avenues North along Washington Ave. to 16th Ave. S., to Franklin Ave. Five minute service. 1 1/4 hours per trip.

Broadway and Monroe St. line: from Western Ave. to Broadway and 14th St. Ten minute service. One hour per trip.

University Avenue line: from the University to Hawthorne Ave. to 16th St. Nine minute service. 80 minutes per trip.

Fourth Avenue line: from Washington and 3rd Avenues North, to 4th Ave. to 24th St. Six minute service. 50 minutes per trip. Cars on this line to the extension depart from 3rd Ave. N. and Washington Ave. N. every 12 minutes.

Riverside line: from Washington and 3rd Avenues North. Seven minute service. 50 minutes per trip.

Eighth Avenue line: from Washington and 3rd Avenues North, to Chicago Ave., to Franklin Ave. Ten minute service. 50 minutes per trip.

As of 12-31-1883 a Sixth Street line had been added: from Hennepin Ave. on 6th St. to 8th Ave. S.

1-10-1890

Fourth Ave. S. line was electically operated with 10 motor cars.

Bloomington & Plymouth Ave. line, red light: from Bloomington Ave. and 32nd St. to 24th St., 15th Ave. S., 7th St., 10th Ave. S., 6th St., 8th Ave. S., 4th St., 7th Ave. S., Washington Ave. S. to Washington Ave. N. and 32nd Ave. N. Branch from Washington Ave. N. on 20th Ave. to Forest Heights.

Broadway & Western Ave. line, white light: from 17th Ave. N. on 2nd St. N.E., Central Ave. across steel arch bridge to Hennepin Ave., 7th St., Western Ave. to Penn Ave.

University line, blue light: from 14th Ave. S.E. on Cambridge Ave.; branch 14th Ave. S.E. to Como Ave.; branch 14th Ave. S.E. to Delaware; 4th St. S.E. to Central Ave., Hennepin Ave., 12th St. N., Hawthorne Ave. to Lyndale Ave.

Lyndale Avenue line, green light: from 31st St. on Dupont Ave., 27th St., Lyndale Ave., Hennepin Ave., to Washington Ave.

Monroe St. & Eighth Avenue line, red light: from 34th St. on Chicago Ave. to corner Grant St. and 10th St., 8th Ave. S., 6th St., Hennepin Ave., across river to Central Ave., Monroe St., 18th Ave. N.E., Harrison to 25th Ave. N.E.

Cedar & Washington Avenue line, white light: from 34th St. on Cedar Ave., Washington Ave., to 3rd Ave. N.

Riverside & Minnehaha line, ____ light: from 30th St. on 29th [sic] Ave. S., 24th Ave. S., Riverside Ave., Cedar Ave., Washington Ave., 6th Ave. N. to Penn Ave.

Cars on Lines
4-12-1889

Line	All Day	Extras
Fourth Ave.	8	13
8th Ave & Monroe St.	15	24
Cedar Ave.	7	9
Franklin Ave.	3	3
Minnehaha & 6th Ave. N.	11	14
University & Hennepin	12	12
Broadway	9	12
Bloomington Ave.	19	22
Lyndale Ave.	6	8
Totals	90	117

LINE COMBINATIONS AND ROUTES

MINNEAPOLIS HORSECAR LINES

The first two lines opened in 1875 were UNIVERSITY and WASHINGTON AVE.. In May 1881 new horsecars were being unloaded, lettered WESTERN AV. & BROADWAY ST.N.E..

Destination signs in undated photographs provide the only other source of information.

HENNEPIN
& LYNDALE Avs. to LAKE St.

6th Av. NORTH
RIVERSIDE & 27th Av. SOUTH

WASHINGTON and CEDAR Avs.

PLYMOUTH & CEDAR Avs. VIA DEPOTS & COURT HOUSE

MINNEAPOLIS ELECTRIC LINES

1889

December 24th: Minneapolis first electric line started at 4:00 p.m. from 2nd Ave. S. and 3rd St. E. The round trip took 48 minutes compared to horsecars 64 minutes. "The run to 16th St. is made in 14 minutes--the horsecars took 16 minutes."

1891

During electrification of the horsecar lines, each electric line completed was routed to the High St. loop in downtown Minneapolis. Operation around the High St. loop was counter-clockwise: Washington Ave.-1st Ave. S.-High St.- Hennepin Ave.-Washington Ave. There were a few exceptions which will be noted. As total electrification neared the first combining of lines was undertaken.

This list summarizes the lines operated during 1891.

INTERURBAN	
UNIVERSITY	Operated on 4th St. S.E. and Oak St. S.E.
HENNEPIN AVE.	Beginning June 28th it became CENTRAL-HENNEPIN & LAKE HARRIET.
KENWOOD	
8th AVE. SO.	
BLOOMINGTON AVE.	Wyed at 1st Ave. S. and Washington Ave. until changed to the High St. loop.
LYNDALE AVE.	Operated as such from November 28, 1890, until December 19, 1891,

	when it became MONROE & BRYANT. BROADWAY was a short line on the Monroe St. end while the LYNDALE short line operated northbound to the High St. loop or southbound to 31st St. and Lyndale Ave.
MINNEHAHA AVE. 1st AVE. SO.	Wyed at 1st Ave. S. and Washington Ave. until July when changed to the High St. loop. WASHBURN PARK was a long line to 50th St. and Nicollet Ave. S. Beginning August 13th crosstown service was provided by a branch line running from the High St. loop on 1st Ave. S. and Nicollet Ave. S. to 31st St. and on 31st St. to Hennepin Ave.
CAMDEN PLACE WESTERN AVE. 6th AVE. NO. HAWTHORNE 20th AVE. NO. PLYMOUTH AVE. CEDAR AVE.	Also called WASHINGTON AVE. N. or WASH. AVE. N. & CAMDEN PLACE. Beginning August 4th it became WESTERN & 2nd ST. N.E.
	Routed through downtown on Washington Ave.-Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave.
EMERSON AVE. 4th AVE. SO.	Wyed at 1st Ave. S. and 3rd St.

Another 1891 listing provides some additional information.

Line	Car Station	Light	Sign
INTERURBAN	Midway	Green	Blue
UNIVERSITY	East Side	Blue	Blue
HENNEPIN AVE.	East Side	Brown	Brown
LYNDALE AVE.	East Side	Orange	Yellow
8th AVE. S.	East Side	Red	Red
KENWOOD	East Side	Green	Green
WESTERN AVE.	East Side	White	White
1st AVE. S.	31st St.	White	White
WASHBURN PARK	31st St.	Green	Green
BLOOMINGTON AVE.	Bloomington	White	White
RIVERSIDE AVE.	Riverside	Blue	Blue
MINNEHAHA AVE.	Minnehaha	Red	Red
EMERSON AVE.	19th Ave. N.	Green	Green
20th AVE. N.	19th Ave. N.	Blue	Blue
CAMDEN PLACE	?	Red	Red
CEDAR AVE.	?	White	White
MONROE & LYNDALE 12-19-91	?	Orange	Yellow
BRYN MAWR 1891 HAWTHORNE	?	?	Signboard:
1892 BRYN MAWR		Dark Wine with Silver letters.	

MINNEAPOLIS STREET RAILWAY ELECTRIC LINES
Compiled from Minneapolis Tribune Articles

9-21-1890: Washington Ave. line runs from Camden Place (Shingle Creek) to 27th Ave. S. and 26th St. (old Riverside line). Nearly 6 miles; 15 cars needed.

11-1-1890: Transfer system introduced.

11-21-1890: Successful operation of the Interurban line in Minneapolis to Prospect Park.

6-29-1891: "8th Ave. S.-6th St. & Central Ave." line started. {Harrison St.] THis leaves in Minneapolis one lonely horsecar line, the improvised one on 14thAve. S.E. which carries passengers from the University electric cars to Como Ave. (the electric line on 15th Ave. S.E. was under construction). 7-15-1891: last Saturday night the last horsecar disappeared from the Twin Cities.

1-1-1892: The lines as consolidated and now operated are officially designated as follows. [Comments as of 10-16-1891 in brackets.]
Interurban [8 minute service]
4th Ave. S., 3rd St and 6th Ave. N. [11 minute service]
8th Ave. S., Hennepin and Central [10 minute service]
Kenwood [from 3rd St. and Hennepin Ave.]
1st Ave. S. and Nicollet [Union Depot to Nicollet Ave. and 32nd St. , 6 minute service; Washburn Park line, 33 minute service]
Riverside Ave. [to 27th Ave. S. and 32nd St.; 8 minute service]
Minnehaha Falls [30 minute service, on the 1/4 and 3/4 hour]
Cedar Ave.
Bloomington Ave.
20th Ave. N.
Emerson Ave.
Camden Place
Plymouth Ave.
Western, Hennepin and 2nd St. N.E. [10 minute service]
University, Hennepin and Hawthorne {Como Ave. branch, Cambridge St. branch; 7 minute service]
Lyndale, Bryant and Monroe {Lyndale Ave., to/from 31st St.; 10 minute service]
Hennepin and Lake Harriet [East Side Station loop (Central Ave. and 3rd St.), 13 minute service]

3-2-1892: The company is now arranging a system of colored lights for use on the electric cars at night so that the patrons may know at a glance the car they want. Under the present system the signs cannot be read at night, or even half a block away during the daytime. The new contrivance consists of a brass box 5x6x5 inches. One side will rest against the end panel of the car, and the other sides will have glass windows. The front window will be colored the same as the body of the sign board of the line on which the car runs. The colored glass will slide on grooves and can be taken out and put in easily. The electric globe encased in this box will send its rays through the colored glass a long distance. The light boxes are now being manufactured and will be put into use as soon as possible. The colors on the various lines will be as follows: Nicollet Avenue and Thirty-First Street line will use Red; the Nicollet Avenue to Thirty-Eighth Street line , white; and to Washburn Park, green. Green will also be the Interurban color. The Minnehaha line will use Red; Bloomington and Cedar lines, White; Fourth Avenue to Thirty-Eighth Street, Green; to Thirty-First Street, Red; Eighth Avenue, Red; Western, White; Kenwood, Green; Emerson, Green; Camden, Red; and Plymouth, White. The University may be Blue, the Lyndale Orange, Lake Harriet Brown, Riverside Blue, and 20th Avenue North White or Blue.

1-1-1893: Lines in operation are:
4th Ave. S.-3rd St. & 6th Ave. N.
Bloomington Ave.
Minnehaha Falls
Central & Hennepin Ave. (Lake Harriet)
Monroe & Lyndale
Nicollet & 1st Ave. S.
8th Ave. S.-6th St. & Central
Cedar Ave.
University & Hawthorne
Western-Hennepin & 2nd St. N.E.
Kenwood
Interurban

Camden Place
Emerson Ave.
Bryn Mawr
20th Ave. N. & Penn
Plymouth Ave.
St. Louis Park

1-17-1897: A severe snow storm; Como & Bryn Mawr line mentioned.

1-3-1901: Lines that had owl service:
Bryant Avenue
Bryn Mawr
Eighth & Central
Washburn Park & Camden
Plymouth & Bloomington
Minnehaha Falls
Interurban
Oak & Kenwood
Monroe & Lyndale
Western Avenue
1st Ave. S. & 20th Ave. N.
Cedar & Emerson
Como Interurban
4th Ave. S. & 6th Ave. N.

3-16-1903: The all-night owl service which has been in operation during the past two weeks, will be made complete tonight, when cars will be put in service on the lines which have been dead during the experimental stage of the service. Cars will run on all lines in St. Paul and Minneapolis tonight. The cars will leave on the even hours as heretofore. The service established two weeks ago will be maintained, the additional service being added to work with this.

7-23-1905: Change of routes beginning Sunday morning because of completion of downtown loop tracks. 4th Ave. S. & 6th Ave. N. line will be operated by way of 5th St. to Hennepin Ave. Returning cars will follow the 5th St. route. Fourth Ave. S. short line crs will also be operated by way of 5th St. but will run to 1st Ave. N., returning by the same route. Cedar & Emerson line will come up Washington Ave. S. to 4th Ave. S., thence to 3rd St., to 1st Ave. N. to Washington Ave. N., thence north on Washington Ave.

10-21-1905: Another loop change: beginning Monday, October 22nd the following changes will be in effect. The Minnehaha, Riverside and Fort Snelling lines on Washington Ave. S., to 4th Ave. S., to 3rd St., to 1st Ave. N., to 5th St., to 2nd Ave. S., to Washington Ave. S. First Ave. S. short line cars on 1st Ave. S., to 3rd St., to 1st Ave. N., to Washington Ave. N. and S. to 1st Ave. S. As soon as the special work can be installed on 4th Ave. S. at 5th, 4th, and 3rd Sts, the 4th Ave. S. short line cars will be operated on 4th Ave. S. to 3rd St., to 1st Ave. N., returning over the same route. .Owing to the delay in securing the special work it will probably be two or three weeks before this change can be made.

Mpls. Tribune 5-13-1891

"Cental and Hennepin Avenues and Lake Harriet" line opened. 17 motor cars used. 1 hour and 25 minutes round trip time. Used the East Side Station loop. Trips were also made over the Lyndale extension from 27th St. to 31st St.; cars made the turn at the "west side" loop.

Mpls. Tribune 6-1-1892
Lines in Operation

Interurban
4th Ave. S., 3rd St., & 6th Ave. N.
8th Ave. S., Hennepin & Central Aves.
Kenwood
1st Ave. S. & Nicollet Ave.
Riverside Ave.
Minnehaha Falls
Cedar Ave.
Bloomington Ave.
20th Ave. N.
Emerson Ave. N.
Camden Place
Plymouth Ave.
Western Ave., Hennepin Ave. & 2nd St. N.E.
University, Hennepin & Hawthorne
Lyndale, Bryant & Monroe
Hennepin Ave. & Lake Harriet

MINNEAPOLIS STREET RAILWAY EARLY ELECTRIC OPERATIONS
Compiles from Minneapolis Tribune Articles

8-30-1891: Interview with Thomas Lowry: he reported on eleven Minneapolis lines for July; Operating Ratio was 49%. Interurban was the line of heaviest traffic, 9 1/2 miles long, Operating Ratio 35%.

3-10-1892: [Excerpts] Spring blizzard was too much for streetcar service. Trailers were abandoned altogether, and motors, coupled in trains of 2, 3 and 4 were run at irregular and infrequent intervals. All the Salters and Scrapers were out, each with one or two motors attached, and one noticeable train on the Bloomington Ave. line consisted of four motors with a Snow Plow between the last two. The Interurban line was practically useless. A collision between an Interurban line car and a Salt Supply Car occurred in the morning at the Washington Ave. viaduct. The head end of the passenger car was badly battered.

7-4-1893: There will be through cars from the Ryan Hotel, St.Paul, to Lake Harriet. Cars will run every 15 minutes. Cars running to Lake Harriet on July 4th: 1st Ave. S., Lyndale, Hennepin, and in the afternoon, the Interurban.

8-29-1893: TCRT yesterday commenced a reduction of the number of cars run on the Minneapolis and St.Paul divisions because of the reduced travel on account of the hard [financial] times and the closing of the summer season. [Minneapolis division]: For the University line two cars are taken off and the speed increased to one hour for the round trip. The Lake Harriet change is the same as the University, with increased speed. Five cars are taken off the 8th Ave. S. line, but in this case there is put in place of the cars usually run there **the large, or Lake Harriet cars**, which will accommodate many more people, and the speed is increased. The Western Ave. line is reduced one car, and one car on the Lyndale Ave. line, with speed of the remainder increased on both lines. On the Minnehaha line three cars have been taken off and the line put on the winter timecard.

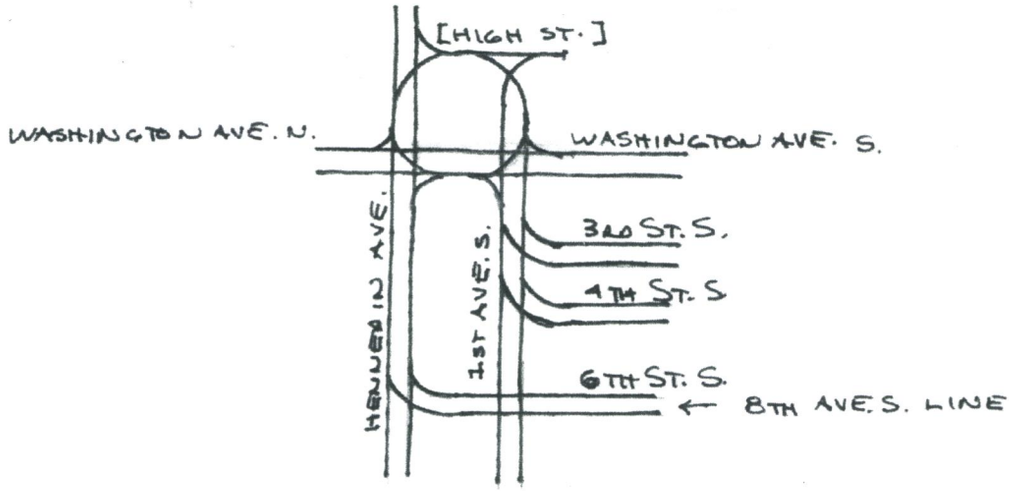
11-19-1893: Yesterday began the regular operation of the new extension of the Bryant Ave. line. The cars run out Lyndale Ave. to 31st Street and then cross over to the Bryant Ave. extension will run out to 46th St. The extension recently completed extends from 40th St. to 46th St. Cars will be run on the extension connecting with every other Lyndale car. The Lyndale cars run every 15 minutes during mid-day and increase in frequency during the busy hours to every 8 and 10 minutes.

10-19-1894: A change of time in the schedule of the Lake Harriet line will be made next Monday, and through cars to the lake will run on a 20 minute schedule all day. A short line will be inaugurated to 31st St. and return, running 10 minutes apart during the busy periods of the day. All cars will turn at Washington Ave. instead of going around the loop across the river. The Lake cars will bear a blue sign with orange light, and the short line cars a maroon sign with red light.

4-23-1896: 1st Ave. S. line cars to be changed: 1st Ave. S.-Washington Ave. N. (past M&StL Ry depot).

7-6-1896: At this time the route of the Interurban line was Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave. #546 operating on this line derailed at 1st Ave. S. and 5th St. Interurban, Minnehaha Falls, Cedar Ave., Riverside Ave. and 1st Ave. S. cars were blocked.

MINNEAPOLIS
HIGH ST. LOOP
1890 - 1891



- HENN.-WASH.- 1ST AVE.S. (SB)
  - HENNEPIN - LAKE HARRIET
  - LYNDALE - BRYANT
  - BAYN MAWR
  - 8TH AVE. S.
  - WESTERN

- 1ST AVE. S.- HENN.-WASH.- 1ST AVE.S.
  - 1ST AVE.S.- WASHBURN AK.
  - BLOOMINGTON
  - 4TH AVE. S.

- WASH.S.- 1ST AVE.S.- HENN.- S.WASH.
  - INTERURBAN
  - MINNEHAHA
  - CEDAR
  - 4TH AVE.S.

- HENN.-WASH.- 1ST AVE.S.- HENN. (NB)
  - 2ND ST. N.E.
  - CENTRAL
  - MONROE
  - OAK ST.
  - COMO AVE.

- N.WASH.- 1ST AVE.S.- HENN.
  - WASHINGTON AVE. N.
  - 20TH AVE. N.
  - EMERSON
  - PLYMOUTH

1892

Effective November 1st the following changes were put into effect.
LAKE HARRIET: from Lake Harriet loop via Harriet R/W and Hennepin Ave. to the High St. loop.
8th AVE. S. & CENTRAL: 8th Ave. S.-6th St.-Hennepin Ave.-Central Ave. N.E.
4th AVE. S. & 6th AVE. N.: 4th Ave. S.-3rd St.-3rd Ave. N.-Washington Ave. N.-6th Ave. N.
NICOLLET & 1st AVE. S. terminology replaced the previous designation.

A UNIVERSITY, HENNEPIN & HAWTHORNE line was listed in company records.

1893

NICOLLET & 1st AVE. S. line was re-named the NICOLLET AVE. & WASHBURN PARK line. The WASHBURN PARK long line continued in operation to Nicollet Ave. and 50th St.

MINNEHAHA AVE. line was re-named the MINNEHAHA FALLS & RIVERSIDE line.

Both of the foregoing lines continued to use the High St. loop.

1894

To relieve congestion on the High St. loop the route of the INTERURBAN line was changed in July to Washington Ave.-Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave.

The PLYMOUTH & BLOOMINGTON line was formed, operated from Bloomington Station. Downtown route was 4th St.-1st Ave. S.-Washington Ave. The BLOOMINGTON AVE. short line was operated to the High St. loop.

The WASHBURN PARK & CAMDEN PLACE line was formed, routed through downtown via Nicollet Ave.-1st Ave. S.-Washington Ave.

The CEDAR & EMERSON line was formed, operated from Bloomington Station. Route was via Cedar Ave.-Washington Ave.-20th Ave. N.-Emerson Ave. N.

Apparently some experimentation was underway; transfers dated 1894 exist from the following lines: UNIVERSITY-HAWTHORNE-COMO AVE. and UNIVERSITY-HAWTHORNE-OAK ST.

1895

MINNEHAHA FALLS designation replaced MINNEHAHA FALLS & RIVERSIDE when the downtown route was changed to Washington Ave.-Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave.

1897

4th AVE. S. & 6th AVE. N. line route changed to 4th Ave. S.-3rd St.-Hennepin Ave.-5th St.-6th Ave. N.

A transfer dated 1897 exists from the OAK ST. & BRYN MAWR line.

1898

Beginning July 1st, the second inter-city line between Minneapolis and St.Paul was established, referred to as the COMO INTERURBAN or COMO-INTERURBAN-HARRIET line. Operation in Minneapolis was from the Lake Harriet loop via the Harriet R/W-Hennepin Ave.-4th St. S.E.-15th Ave. S.E.-Como Ave.

1899

The CAMDEN EXTENSION line opened December 1st, operated on Lyndale Ave. N. between 42nd Ave. N. and 49th Ave. N. using a double-end car.

1900-1901

Company directories provided a complete list of the lines operated and their routes.

OAK & KENWOOD: from Oak St. and Washington Ave. via Oak St.-4th St. S.E.-Hennepin Ave.-Douglas Ave.- Oliver Ave.-to Penn Ave. and 21st St. Operated from East Side Station.

BRYANT AVE.: from 46th St. and Bryant Ave. via Bryant Ave.-31st St.-Lyndale Ave.-Hennepin Ave.-to Hennepin Ave. and Washington Ave. Operated from 31st St. Station.

MONROE & LYNDALE: from 17th Ave. N.E. and Washington St. N.E. via Washington St.-Broadway St.-Monroe St.-Central Ave.-Hennepin Ave.-Lyndale Ave. to 31st St. and Lyndale Ave. Operated from East Side Station.

BRYN MAWR & 8th ST. S.E.: from Laurel Ave. and Cedar Lake Road via Laurel Ave.-Aldrich Ave.-Hawthorne Ave.-12th St.-Hennepin Ave.-Central Ave.-8th St. S.E. to 8th St. S.E. and 14th Ave. S.E. Operated from East Side Station. Previous to 1899 the BRYN MAWR line ran to the High St. loop. When track was built on 8th St. S.E. in 1899 the line was extended over this new trackage.

8th AVE. S. & CENTRAL: from 38th St. and 8th Ave. S. via 8th Ave. S.-6th St.-Hennepin Ave.-Central Ave.-to 29th Ave. N.E. and Central Ave. N.E. The 8th AVE. SO. short line operated from 29th St. and 8th Ave. S. on 8th Ave. S.-6th St.-Hennepin Ave.-to Hennepin Ave. and Washington Ave. COLUMBIA HEIGHTS line, also referred to as COLUMBIA HEIGHTS EXTENSION line, operated on Central Ave. N.E. between 29th Ave. N.E. and 40th Ave. N.E. Operated from East Side Station.

WESTERN & 2nd ST. N.E.: from Western Ave. and Penn Ave. via Western Ave.-7th St. N.-Hennepin Ave.-2nd St. N.E.-to 25th Ave. N.E. and Grand St. N.E. Operated from East Side Station.

WASHBURN PARK & CAMDEN PLACE: regular cars ran from 38th St. and Nicollet Ave. via Nicollet Ave.-1st Ave. S.-Washington Ave.-to Washington Ave. N. and 42nd Ave. N. WASHBURN PARK EXTENSION cars operated on Nicollet Ave. from 38th St. to 50th St. CAMDEN PLACE EXTENSION cars operated on Lyndale Ave. N. from 42nd Ave. N. to 49th Ave. N. Operated from 31st St. Station.

1st AVE. S. & 20th AVE. N.: from 31st St. and Hennepin Ave. via 31st St.-Nicollet Ave.-1st Ave. S.-Washington Ave.-20th Ave. N.-Crystal Lake Ave.-Penn Ave.-to 32nd Ave. N. and Penn Ave. N. The 1st AVE. SO. short line operated from 31st St. and Nicollet Ave. via Nicollet Ave.-1st Ave. S.-to the High St. loop. Operated from 31st St. Station.

PLYMOUTH & BLOOMINGTON: from 32nd St. and Bloomington Ave. via Bloomington Ave.-Franklin Ave.-15th Ave. S.-7th St.-10th Ave. S.-6th St.-8th Ave. S.-4th St.-1st Ave. S.-Washington Ave.-Plymouth Ave.-to Plymouth Ave. and Penn Ave. N. BLOOMINGTON AVE. short line operated from 32nd St. and Bloomington Ave. via the same route to 1st Ave. S. and thence to the High St. loop. Operated from Bloomington Station.

CEDAR & EMERSON: from 34th St. and Cedar Ave. via Cedar Ave.-Washington Ave.-20th Ave. N.-Emerson Ave. N.-to Emerson Ave. and 32nd Ave. N. CEDAR AVE. short line operated from 34th St. and Cedar Ave. via same route to Washington Ave. and Hennepin Ave. Operated from Bloomington Station.

MINNEHAHA FALLS: from Minnehaha Falls via Minnehaha Ave.-27th Ave. S.-Riverside Ave.-Cedar Ave.-Washington Ave.-Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave.-and return to the Falls. RIVERSIDE short line operated from 32nd St. and Minnehaha Ave. to downtown Minneapolis over the same route. The station operating this line was not stated.

4th AVE. SO. & 6th AVE. NO: from 38th St. and 4th Ave. S. via 4th Ave. S.-3rd St.-Hennepin Ave.-5th St.-6th Ave. N.-to 6th Ave.N. and Russell Ave. N. 4th AVE. SO. short line operated from 31st St. and 4th Ave. S. to 3rd St. and Hennepin Ave. Operated from 31st St. Station.

INTERURBAN: the route in Minneapolis was via University Ave. S.E.-Washington Ave.-Hennepin Ave.-6th St.-1st Ave. S.-Washington Ave. Operated from East Side Station.

COMO-INTERURBAN-HARRIET: from Lake Harriet loop via Harriet R/W-31st. St.-Hennepin Ave.-4th St. S.E.-15th Ave. S.E.-Como Ave. to St.Paul. Operated from East Side Station.

ST.LOUIS PARK & HOPKINS electric line was listed as operated from 29th St. and Hennepin Ave. via 29th St.-Minnetonka Boulevard-to and through St.Louis Park to Monk Ave., thence south to Excelsior Ave. and west to Hopkins.

In the accounting records for the year 1900 mention was made of 20th AVE. NO. & HENNEPIN and HENNEPIN LOCAL lines. Refer to following comment under 1902.

1902

Experimentation with various line combinations is again noted. The following lines were tried: OAK & KENWOOD, COMO & KENWOOD, OAK & HENNEPIN, 20th AVE. N. & HENNEPIN, 20th AVE. to HARRIET, and KENWOOD-8th ST. S.E..

A special LAKE HARRIET & MINNEHAHA FALLS ~~lien~~ line was operated during summer Sundays and holidays only. The route is not known. After track construction on Lake St. during 1905 this line ran on Lake St. between Hennepin Ave. and 27th Ave. S. Begun 6-20-1905

1903

As of December 28th:
Minneapolis Division:

4th AVE. SO. & 6th AVE. NO.	PLYMOUTH & BLOOMINGTON
4th AVE. SO.	CEDAR & EMERSON
8th AVE. SO. & CENTRAL	CEDAR AVE.
8th AVE. SO.	MINNEHAHA FALLS
COLUMBIA HEIGHTS	OAK & KENWOOD
WASHBURN PARK & CAMDEN PLACE	BRYN MAWR & 8th ST. S.E.

1st AVE. SO. & 20th AVE. NO WESTERN & 2nd ST. N.E.
1st AVE. SO. MONROE & LYNDALE
HENNEPIN AVE. (local line to 15th Ave. S.E. and Como Ave.)

Interurban Division:
INTERURBAN

COMO INTERURBAN Division:
COMO-INTERURBAN-HARRIET

1904

An expenditure authorization was issued in June for placing OAK & HARRIET and KENWOOD-8th ST. S.E. destination signs on all cars assigned to East Side Station. Perhaps the latter line and the BRYN MAWR & 8th ST. S.E. lines were operated concurrently.

1905

The LAKE ST. line was opened May 27th running on Lake St. from Hennepin Ave. to 31st Ave. S.

Due to new track construction the MINNEHAHA-RIVERSIDE-FORT SNELLING line began operation to Fort Snelling on August 21st. The downtown route beginning October 23rd was Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-5th St.-2nd Ave. S.-Washington Ave.

1906

The INTERURBAN line downtown route was changed May 9th to Washington Ave.-1st Ave. N.-5th St.-2nd Ave. S.-Washington Ave. Destination signs in use at this time were MPLS. & ST.PAUL and ST.PAUL & MPLS.

The 8th AVE. SO. & COL. HTS. designation went into effect May 2nd when the shuttle service on Central Ave. N.E. was discontinued and replaced by through cars. A change in the downtown route was effective the same date. Northbound cars ran 8th Ave. S.-6th St.-2nd Ave. S.-Washington Ave.-Hennepin Ave.-Central Ave. Southbound cars ran Central Ave.-Hennepin Ave.-5th St.-2nd Ave. S.-6th St.-8th Ave. S.. The 8th AVE. SO. shortline were changed May 8th to run 8th Ave. S.-6th St.-1st Ave. N.-3rd St.-Hennepin Ave.-6th St.-8th Ave. S..

The BRYN MAWR & 8th ST. S.E. line's downtown route was changed May 4th to Hennepin Ave.-6th St.-1st Ave. N.-5th St.-Hennepin Ave.

Special Sunday and holiday service provided by the LAKE HARRIET & MINNEHAHA FALLS line was discontinued June 15th and replaced by expanded MINNEHAHA & FORT SNELLING line service. The downtown route was simultaneously changed to Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-5th St.-2nd Ave. S.-Washington Ave. WASHINGTON-RIVERSIDE short line cars had been running to 32nd St. and Minnehaha Ave.; beginning September 22nd they began using the Ball Park wye at 37th St. and Minnehaha Ave. instead.

The third inter-city line, SELBY-LAKE, began operating May 21st from Lake St. and Hennepin Ave. on Lake St. to and across the Lake St. bridge to St.Paul. From June 29, 1906, until October 8, 1907, it was extended to downtown Minneapolis via Hennepin Ave.-6th St.-1st Ave. N.-5th St.-Hennepin Ave.

1906

The North Side Street Railway connecting Minneapolis with Robbinsdale was acquired November 5th. It is unclear if a track connection with Minneapolis St. Ry. existed at this time. The MSR 1907 construction journal records one switch installed at Penn Ave. N. and 32nd Ave. N. An early photograph shows a car with 20th AVE. NO. & ROBBINSDALE destination sign.

The Minneapolis Land & Investment Company's St.Louis Park-Hopkins line was acquired November 12th. Operations continued as previously from 29th St. and Hennepin Ave.. Effective December 15th the service was cutback from Hopkins to St.Louis Park (W. Lake St. and Broadway) except for certain runs. The company bulletin establishing the change stated that cars would be operated from 29th St. and Hennepin Ave. to St.Louis Park only, except for the following service to Hopkins which would be run until May 1, 1907.

Weekdays

Eastbound: one car leaving Oak Hill 6:05 a.m. arriving at 29th and Hennepin 6:25 a.m.;
one car leaving Hopkins 6:30 a.m. arriving at 29th and Hennepin 6:55 a.m..
Westbound: one car leaving 29th and Hennepin 5:55 p.m. arriving at Hopkins 6:20 p.m..

Saturdays

Eastbound: same as weekday service except the Oak Hill car departs at 6:06 a.m..
Westbound: one car leaving 29th and Hennepin 4:55 p.m. arriving at Hopkins 5:20 p.m..

1907

The GRAND AVE. line, later referred to as 1st AVE. SO. & GRAND line, was opened November 18th. Route was Grand Ave.-Lake St.-Nicollet Ave.-1st Ave. S.-3rd St.-1st Ave. N.-Washington Ave.-1st Ave. S.

The BRYN MAWR & 8th ST. S.E. route was changed January 15th to Hennepin Ave.-3rd St.-1st Ave.N.-wye, and return by the same route. Apparently this referred to cars that did not run over the entire line.

CEDAR & EMERSON route was changed May 18th to run on Washington Ave. between 4th Ave. S. and 1st Ave. N. instead of 3rd St.

On May 16th larger cars were placed on the ST.LOUIS PARK line and it was extended to downtown Minneapolis via Hennepin Ave.-7th St.-1st Ave. N.-6th St.-Hennepin Ave. Layover time was taken in front of the company's waiting room and ticket office at 17 N. 6th St.

The LAKE ST. crosstown line ceased operating October 8th when the SELBY-LAKE line was cutback from downtown Minneapolis. Crosstown service on Lake St. was subsequently restored.

1909

The INTERURBAN route may have been changed to Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-5th St.-2nd Ave. S.-Washington Ave.

The COMO-HARRIET interurban line was extended effective June 5th to a new loop constructed on the Harriet R/W at 44th St. and France Ave. S.("city limits sand pit").

After installation of new switches at Grand Ave. and Lake St. operation of the line on Grand Ave. was changed August 14th to the LYNDALE & GRAND line. Route was Grand Ave.-Lake St.-Lyndale Ave.-Hennepin Ave.-3rd St.-1st Ave.N.-wye and return via the same route.

Effective January 15th cars using the High St. loop were instructed to take their layover time on High St. instead of the side track on 1st Ave. S..

Telephone dispatching was begun on the ST.LOUIS PARK line. The operators of all cars, both eastbound and westbound, were to call the dispatcher for orders before leaving 29th St. and Hennepin Ave.

The fourth inter-city line was established June 21st upon completion of the new bridge across the Mississippi River at Fort Snelling. This line was named the SNELLING-MINNEHAHA interurban. It operated from E. 7th St. and Duluth Ave. in St.Paul on 7th St. to Fort Snelling and thence over the MINNEHAHA-FORT SNELLING line to downtown Minneapolis. The route in downtown Minneapolis is not known. Destination signs used read SNELLING-MINNEHAHA, FORT SNELLING, and 7th ST. In Minneapolis a MINNEHAHA FALLS local line was established replacing the MINNEHAHA-FORT SNELLING line. The downtown route was Washington Ave.-2nd Ave. N.-3rd St.-4th Ave. S.-Washington Ave. Schedule Dept. records indicate the FORT SNELLING EXTENSION line began operating July 14th using a single-truck, double-end car.

1910

This year saw several major changes take place.

May 2nd

INTERURBAN line route was changed to Washington Ave.-2nd Ave.S.-6th St.-1st Ave. N.-wye and return via same route.

SNELLING-MINNEHAHA route was changed to Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-wye and return via same route. MINNEHAHA-FALLS and WASHINGTON-RIVERSIDE lines were changed to this route as well. Pull-out cars from East Side Station operated via Hennepin Ave.-Washington Ave.-1st Ave. N.-3rd St.

BRYN MAWR & 8th ST. S.E. route changed back to Hennepin Ave.-6th St.-1st Ave. N.-5th St.-Hennepin Ave.

4th AVE. SO. short line cars were changed to operate 5th St.-1st Ave. N.-wye and return via same route.

LYNDALE & GRAND line route was changed to Hennepin Ave.-3rd St.-1st Ave. N.-5th St.-Hennepin Ave.

OAK & HENNEPIN line was extended to the Lake Harriet loop and re-named OAK & HARRIET line.

June 25th

A major realignment of several lines was effected.

WASHBURN PARK & COLUMBIA HEIGHTS line, operated via 1st Ave. S.-High St.-Hennepin Ave.-Central Ave. 1st AVE. S. & CENTRAL or NICOLLET & CENTRAL cars operated from 38th St. and Nicollet Ave. to 29th Ave. N.E. and Central Ave. N.E. WASH. PK. & COL. HEIGHTS cars operated from 50th St. and Nicollet Ave. to Columbia Heights. 54th ST. & COL. HEIGHTS (1911 and subequently) cars operated from 54th St. and Nicollet Ave. to Columbia Heights.

1st AVE. & GRAND, later re-named MARQUETTE & GRAND, operated via Grand Ave.-Nicollet Ave.-1st Ave. S. (later re-named Marquette Ave.)-to wye at 1st Ave. S. and High St.

8th AVE. SO. & EMERSON line, operated via 8th Ave. S.-6th St.-1st Ave. N.-Washington Ave.-20th Ave. N.-Penn Ave. N. 8th AVE. S. & 20th AVE. N. cars ran from 38th St. and 8th Ave. S. to 32nd Ave. N. and Penn Ave. N. 8th AVE. S. & EMERSON cars ran from 46th St. and 8th Ave. S. to 36th Ave. N. and

Fremont Ave. N. 8th AVE. S. & FREMONT (1912 and subsequently) cars ran from 46th St. and 8th Ave. S. to 42nd Ave. N. and Fremont Ave. N. 8th AVE. to LAKE cars pulled-in to Lake St. Station.

CEDAR & CAMDEN line, operated from 34th St. and Cedar Ave. to 42nd Ave. N. and Washington Ave. N. The CAMDEN EXTENSION line continued in operation as previously. This new line operated from Bloomington Station.

November 14th

The 20th AVE. NO. & ROBBINSDALE line was cut back from downtown Minneapolis. It was operated as the ROBBINSDALE EXTENSION, probably from Penn Ave. N. and 32nd Ave. N. using double-end cars provided by East Side Station.

December 5th

The new Lake St. Station opened for operation, replacing the Bloomington Station. Transferred from East Side Station: 8th AVE. S. & EMERSON, 8th AVE. S. & 20th AVE. N., and MINNEHAHA FALLS & RIVERSIDE lines. From 31st Station: SELBY-LAKE line. From Snelling Station: SNELLING-MINNEHAHA line. From Bloomington Station: PLYMOUTH & BLOOMINGTON and CEDAR & CAMDEN lines.

1911

Lines operated from East Side Station at this time were: COMO-HARRIET, COMO-HOPKINS, OAK-HARRIET, MONROE & BRYANT, WESTERN & 2nd ST. N.E., KENWOOD & 8th ST. S.E., LAKE MINNETONKA, ST.LOUIS PARK, ROBBINSDALE EXTENSION, and CAMDEN EXTENSION.

The newly constructed track on Johnson St. N.E. was operated as a shuttle service in connection with the KENWOOD & 8th ST. S.E. line.

Lines operated from 31st St. Station were: 4th AVE. S. & 6th AVE. N., WASHBURN PARK & COL. HTS., 1st AVE. S. & CENTRAL, and 1st AVE. S. & GRAND.

1911: WASHBURN PARK & COL. HTS LINE EXTENDED TO 54TH ST OVER NEWLY-ELECTRIFIED DAN PATCH LINE TRACK.

1912

New track on Johnson St. N.E. was opened July 31st as the KENWOOD-JOHNSON line. This apparently marks the change of hyphenating line names instead of using the ampersand. BRYN MAWR line was separated and changed to operate Hennepin Ave.-3rd St.-1st Ave. N.-5th St.-Hennepin Ave.

28th AVE. S.-CAMDEN name change resulted from completion of new track construction.

EAST 25th ST. line opened November 28th as a shuttle service. A double-end car was used with what was normally the front end facing west; pull-outs from Lake St. Station ran to the switch at Cedar Ave. and Minnehaha Ave., and then "backed" onto Minnehaha Ave.. Pull-ins ran to 15th Ave. and Cedar Ave. (Seven Corners), wyed, and proceeded back to Lake St. Station.

On November 22nd the route of the PLYMOUTH & BLOOMINGTON line was changed to Washington Ave.-2nd Ave. N.-3rd St.-1st Ave. S.-4th St.

SNELLING-MINNEHAHA line route was changed to Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-Washington Ave.-2nd Ave. N.-3rd St. (layover time at 3rd and Hennepin)-4th Ave. S.-Washington Ave..

Effective May 30th, five-minute service was operated on Sundays only from Lake St. and Hennepin Ave. to Minnehaha Falls.

1913

Upon completion of new track on Xerxes Ave. S. from the Harriet R/W, the OAK-HARRIET line was extended from the Lake Harriet loop to Xerxes Ave. and 50th St.

Completion of new track resulted in a name change from 28th AVE. SO.-CAMDEN to LAKE NOKOMIS-CAMDEN. Cars also began operating through to Lyndale Ave. N. and 51st Ave. N. replacing the double-end car shuttle service. LAKE NOKOMIS-CAMDEN cars ran from 28th Ave. S. and 50th St. to 42nd Ave. N. and Washington Ave. N. 50th-CAMDEN cars ran from 50th St. and 34th Ave. S. (1914 and subsequently) to 42nd Ave. N. and Washington Ave. N. 38th-CAMDEN cars ran from 38th St. and 28th Ave. S. to 42nd Ave. N. and Washington Ave. N. CEDAR-CAMDEN cars ran from 34th St. and Cedar Ave. to 42nd Ave. N. and Washington Ave. N. N. LYNDALE to 51st and/or 50 ST.-N. LYNDALE ran from 50th St. and 28th Ave. S. (later 34th Ave. S.) to 51st Ave. N. and Lyndale Ave. N.

1st Ave. S. in downtown was re-named Marquette Ave. so new destination signs reflecting the change went into use June 13th.

Supplementary service between 29th St. and Hennepin Ave. to Lake Calhoun was begun June 21st. Wyes had been built at 29th St. and Holmes Ave. S. and at W. Lake St. and Excelsior Boulevard. Single-end cars were used. CALHOUN BEACH signs were used for the supplemental service; through cars used ST. LOUIS PARK signs.

1914

The route of 4th AVE. SO. short line cars was changed February 7th to wye at 5th St. N. and 5th Ave. N. Cars backed down the wye until they were clear of the siding switch at the 4th St. end, then pulled forward into the siding and took the layover time on the siding.

The INTERURBAN line route was changed February 9th to Washington Ave.-2nd Ave. S.-5th St.-to 5th St. and 5th Ave. N. wye.

The CEDAR AVE. shuttle line began operating June 3rd on Cedar Ave. between 35th St. and 42nd St. using a double-end car.

BROADWAY-20th line was established June 27th operating from Broadway St. N.E. and Jackson St. N.E. on Broadway-20th Ave. N.-to 20th Ave. N. and Washington Ave. N.

42nd AVE. SO. line was opened September 25th operating from 36th Ave. S. and Lake St. to 42nd Ave. S. and 41st St. Regular cars met at a siding on 34th St. with the northbound car taking the siding. Supplemental service on Lake St. was extended to 36th Ave. S.

New North Side Station opened October 25th. Lines were tranferred from other stations. From East Side Station: BROADWAY-20th. From Lake St. Station: 8th AVE. SO.-EMERSON, 8th AVE. SO.-FREMONT, 8th AVE. SO.-20th AVE. NO.. Jointly operated from Lake St. and North Side Stations: LAKE NOKOMIS-CAMDEN.

Since 8th Ave. S. south of the downtown area had been previously re-named Chicago Ave., the line designations were changed August 3rd to CHICAGO-PENN, CHICAGO-EMERSON, CHICAGO-FREMONT. The CHICAGO-PENN line was operated with separate crews and runs from the CHICAGO-EMERSON-FREMONT line.

The SNELLING-MINNEHAHA line was shifted October 31st to newly completed track: Minnehaha Ave.-27th Ave. S.-Franklin Ave.-4th Ave. S.-11th St.-to 11th St. and Hennepin Ave. terminal.

Also on October 31st the EAST 25th ST. line began operating to downtown via Cedar Ave.-Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-Washington Ave.-2nd Ave. N.-3rd St. (layover time was taken at 2nd Ave. N. and 3rd St.)-4th Ave. S.-Washington Ave.

The ST.LOUIS PARK and ROBBINSDALE lines were combined October 31st, operated out of East Side Station. The route was via Crystal Lake Ave.-20th Ave. N. (later re-named Broadway Ave.)-Washington Ave.-1st Ave. N.-6th St.-Hennepin Ave. for southbound cars, while northbound cars ran via Hennepin Ave.-7th St.-1st Ave. N.-Washington Ave. The destination sign was ROBBINSDALE-ST.LOUIS.

Mpls. St. Ry. began operating the University of Minnesota's Inter-Campus line November 4th. Normal service was with two cars providing 15-minute headway on weekdays and Saturday morning. Thirty-minute headway was provided on Saturday afternoons. No service was operated evenings and Sundays. During weekday mornings two-section runs were operated. Cars left both ends of the line simultaneously, the first car at 7:30 a.m. and the last car at 5:30 p.m. The fare was five cents cash, six tickets for 25 cents, or 50 tickets for $2. Service was discontinued during summer vacation from about June 15th to September 15th.

1915

The EAST 25th ST. route in downtown was changed to Washington Ave.-2nd Ave. N.-3rd St.-4th Ave. S.-Washington Ave.

The downtown route of the SNELLING-MINNEHAHA line was changed December 31st to its former location: Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N.-Washington Ave.-2nd Ave. N.-3rd St. (layover time was taken at 2nd Ave. N. and 3rd St.)-4th Ave. S.-Washington Ave. Cars operated from Snelling Station were to pull-in to the carhouse over the SELBY-LAKE or INTERURBAN lines.

The opening of the Motor Speedway on the SNELLING-MINNEHAHA line resulted in the provision of additional service. SNELLING-MINNEHAHA regular cars both eastbound and westbound operated over the Speedway spur and loop tracks. Extra cars with SPEEDWAY signs operated to and from the Speedway spur and loops from both downtown Minneapolis and St.Paul.

1916

COMO-HARRIET line destination signs and their use during this period of time were listed.

COMO-HARRIET	
COMO-HOPKINS	
15th & COMO	15th Ave. S.E. and Como Ave. to France Ave. and 44th St.
COMO AVE. to EUSTIS	Effective December 6, 1916.
COMO AVE. to MPLS. LOOP	Pull-ins to East Side Station from St.Paul effective July 26, 1915.
FAIRGROUNDS	From Minneapolis to Snelling Ave. and Como Ave., St.Paul, effective May 15, 1916.

LAKE HARRIET cars were operated from the Lake Harriet loop over the Harriet R/W and Hennepin Ave. to 1st St., and on 1st St. to the wye at 1st St. and 1st Ave. N.

The SNELLING-MINNEHAHA line was changed January 7th to its previous route over Franklin Ave.-4th Ave. S.-11th St.-to the terminal at 11th St. and Hennepin Ave. In addition cars ceased running through the Motor Speedway spur and loop tracks.

Effective June 14th special Sunday and holiday service was again established to Minnehaha Falls. Cars operated from Lake St. and Hennepin Ave. via Lake St. and Minnehaha Ave. to the falls.

MINNEHAHA FALLS signs were used southbound and LAKE ST. or LAKE to 36th northbound.

The CEDAR AVE. line began operating to downtown November 1st replacing the previous shuttle service. Cars ran from 42nd St. and Cedar Ave. via Cedar Ave.-Washington Ave.-4th Ave. S.-3rd St.-2nd Ave. N.-Washington Ave. On the single track portion of the line meeting points were at 35th St. and Cedar Ave. and at 42nd St. and Cedar Ave. Southbound cars waited at 35th St. for the northbound car to clear the single track, then proceeded to 42nd St., allowed the car waiting there to pull out, then wyed and waited for the following southbound car to arrive before pulling out.

The FRANKLIN-11th ST. line was established December 17th operated out of Lake St. Station. The route was from the Mississippi River Boulevard loop at Franklin Ave.-Franklin Ave.-4th Ave. S.-11th St.-to the terminal at 11th St. and Hennepin Ave. Destination sign FRANKLIN-11th.

1918

On July 6th the CEDAR AVE. line was cutback from downtown to Cedar Ave. and Lake St.

On September 1st two new line combinations went into effect.
GRAND-JOHNSON, operated from Nicollet Station. Route was Nicollet Ave.-Marquette Ave.-High St.-Hennepin Ave.-8th St. S.E.-Johnson St. Some runs were later transferred to East Side Station.
KENWOOD-E. 25th, operated from East Side Station. Route was via Hennepin Ave.-Washington Ave.-Cedar Ave.-Minnehaha Ave.-25th St.

On November 4th the INTERURBAN line was extended out 6th Ave. N. The route was Washington Ave.-2nd Ave. S.-5th St.-6th Ave. N. Destination sign used was MPLS.-6 AVE. N. until May 21, 1919, when the following destination signs were adopted: TO MINNEAPOLIS, TO ST.PAUL, TO MINNEAPOLIS-6th AVE.

Also on November 4th the 4th AVE. SOUTH line was established with all cars running 4th Ave. S.-5th St.-Marquette Ave.-6th St.-1st Ave. N.-5th St.-4th Ave. S. Layover time was taken at 1st Ave. N. and 5th St. On November 7th the route was changed to have all cars run on 5th St. directly to 1st Ave. N. and wye there.

1919

On January 13th the KENWOOD-E. 25th line was re-routed through downtown via Hennepin Ave.-3rd St.-4th Ave. S.-Washington Ave.

Effective January 16th:

BLOOMINGTON-COL. HTS. line, routed through downtown via 4th St.-1st Ave. S.- Washington Ave.-Hennepin Ave.-Central Ave. Destinations signs used were: BLOOMINGTON-COL. HTS., CENTRAL to 40th, BLOOMINGTON-CENTRAL, and BLOOMINGTON to LAKE (for pull-ins to Lake St. Station).

MINNEHAHA FALLS-PLYMOUTH line, operated separately from the SNELLING-MINNEHAHA line and entirely within Minneapolis.

NICOLLET AVE. line. Destination signs used were: NICOLLET to HIGH ST., NICOLLET to 31st, NICOLLET to 38th, NICOLLET to 50th, and NICOLLET to 54th.

March 19th

BRYN MAWR line route in downtown was changed to Hennepin Ave.-7th St.-1st Ave. N.-5th St.-Hennepin Ave.

Effective July 1st

NICOLLET-2nd ST. N.E. line. Destination signs used were: NICOLLET-2nd ST. N.E., and 2nd ST. N.E. to LOWRY.

WESTERN-4th AVE. line, routed through downtown via 4th Ave. S.-5th St.-1st Ave. N.-7th St.-Western Ave. Destination signs used were: WESTERN-4th AVE. (to Western Ave. and Penn Ave.), WESTERN to ALDRICH, and GLENWOOD PARK.

1920

Some minor route changes and several major changes were effected, the latter due primarily to extensive track construction projects in the downtown area as well as shifting traffic patterns.

Minor Changes

INTERURBAN line was re-routed via Washington Ave.-5th Ave. S.-5th St.-6th Ave. N.

SNELLING-MINNEHAHA runs operated from Snelling Station were transferred August 1st to Lake St. Station so that the line was entirely operated from the latter station.

BLOOMINGTON-COL. HTS. downtown route was changed to: 4th St.-2nd Ave. S.-1st St.-3rd Ave. S.-Central Ave.

BROADWAY-20th line was extended westward to Broadway Ave. and Emerson Ave.. Cars wyed there and took their layover time on Broadway Ave.

Effective March 1st, OAK-XERXES cars from 50th St. and Xerxes Ave. to the Oak St. and Beacon St. wye were instructed to head into the Beacon St. wye, than back out and down to Washington Ave., then crossover to the westbound track.

Major Changes

October 18th

GRAND-MONROE line: routed via Grand Ave.-Lake St.-Nicollet Ave.-Marquette Ave.-8th St.-2nd Ave. S.-1st St.-3rd Ave. S.-Central Ave.-Monroe St. The line was jointly operated from Nicollet and East Side Stations. East Side pull-outs were routed via Hennepin Ave.-High St.-Marquette Ave.-6th St.-2nd Ave. S.-and thence northbound. GRAND-MONROE destination sign.

BRYANT-JOHNSON line: routed via Lyndale Ave.-Hennepin Ave.-8th St. S.E.-Johnson St. On December 10th it was changed to run via Hennepin Ave.-11th St. N.-1st Ave. N.-1st St. N.-Hennepin Ave.-8th St. S.E.-Johnson St. The line was jointly operated from Nicollet and East Side Stations. Destination signs: BRYANT-JOHNSON and LYNDALE to LAKE.

October 28th

N. W. TERMINAL line, operated out of East Side Station. Route was via Hennepin Av.-High St.-

Marquette Ave.-6th St.-Hennepin Ave.-8th St. S.E.-Johnson St.-E. Hennepin Ave. to 17th Ave. S.E. Destination sign: N.W. TERMINAL. On December 1st it was combined with operations on Nicollet Ave. to form the NICOLLET-N.W. TERMINAL line. The new route was Marquette Ave.-High St.-Hennepin Ave.-8th St. S.E.-Johnson St.-E. Hennepin Ave. On December 27th the line was extended to Stinson Boulevard and Broadway Ave.

December 1st

CHICAGO-PENN and CHICAGO-EMERSON-FREMONT lines were re-routed on newly completed track: 6th St.-2nd Ave. S.-8th St.-2nd Ave. N.-7th St. N.-Emerson Ave. N. to Broadway Ave. A new line, PENN-LAKE NOKOMIS, was begun simultaneously to replace service lost on Washington Ave. N. It was not successful and lasted only a few weeks.

The KENWOOD-E. 25th line was split up and the E. 25th St. portion used in combination with other lines in attempts to replace the service lost on Washington Ave. N. as mentiond foregoing.

The KENWOOD line was routed via Hennepin Ave.-11th St. N.-1st Ave. N.-5th St.-Hennepin Ave. It was operated from East Side Station using a KENWOOD destination sign. On December 10th it was extended from 5th St. to 3rd St. on 1st Ave. N. and thence to Hennepin Ave. On December 14th it was again extended, on Hennepin Ave. from 3rd St. to 1st St. and on 1st St. to the wye at 1st St. and 1st Ave. N. On December 15th the route was changed once again to Hennepin Ave.-1st St.-1st Ave. N.-3rd St.-Hennepin Ave.

The EMERSON-E. 25th ST. line was routed via Washington Ave.-Broadway Ave.-Emerson Ave.-to 36th Ave. N. and Fremont Ave. N. Changed December 13th to run on Washington Ave.-2nd Ave. S.-6th St.-1st Ave. N.-Washington Ave.

Two other combinations were also operated: CAMDEN-E. 25th ST. and W. BDWY.-E. 25th ST.

The ROBBINSDALE-ST.LOUIS PARK line route was revised to operate via Broadway Ave.-Emerson Ave.-7th St. N.-2nd Ave. N.-1st Ave. N.-11th St. N.-Hennepin Ave. However on December 13th it was split into two separate lines. ST.LOUIS PARK line was routed Hennepin Ave.-11th St. N.-1st Ave. N.-6th St.-Hennepin Ave.. ROBBINSDALE line was routed Broadway Ave.-Emerson Ave.-7th St. N.-2nd Ave. N.-1st Ave. N.-to the wye at 1st Ave. N. and 11th St. N.

The route of the WESTERN-4th AVE. line was changed to: 4th Ave. S.-6th St.-1st Ave. N.-7th St. N.-Western Ave. Northbound cars with LOOP signs were routed via 4th Ave. S.-5th St.-1st Ave. N.-6th St.-4th Ave. S..

1921

BROADWAY-20th line was extended on Broadway Ave. to Penn Ave. N. and on Penn Ave. N. to 38th Ave. N. effective January 4th. However on July 2nd it was cutback to Broadway Ave. and Penn Ave. N. Cars backed in on Penn Ave. and took their layover time on Penn Ave.

CEDAR AVE. line was extended to Lake Nokomis (Cedar Ave. and 50th St.) on June 16th. A siding was located on Cedar Ave. between 42nd St. and 43rd St., with northbound cars taking the siding.

The NICOLLET-N.W. TERMINAL line was re-routed over newly constructed track on E. Hennepin Ave. between 8th St. S.E. and Johnson St. S.E.

A successful solution was found to the problem of adequate service on Washington Ave. N. and the following changes were made in October.

On October 19th the SNELLING-MINNEHAHA line was combined with the MINNEHAHA FALLS-PLYMOUTH local line to form the FORT SNELLING-MINNEHAHA-PLYMOUTH line which ran from E. 7th St. and Duluth Ave., St.Paul, on East and West 7th Street through Fort Snelling and via Minnehaha Ave.-Cedar Ave.-Washington Ave. N.-Plymouth Ave.-to Plymouth Ave. N. and Sheridan Ave. N.

On October 20th, two familiar combinations were resurrected and placed into effect: CEDAR-EMERSON and KENWOOD-E. 25th. The CEDAR-EMERSON line ran from Lake Nokomis on Cedar Ave.-Franklin Ave.-4th Ave. S.-5th St.-1st Ave. N.-Washington Ave. N.-Broadway Ave.-Emerson Ave. N.-to 36th Ave. N. and Fremont Ave. N. Destination signs: CEDAR-EMERSON, and CEDAR to 50th. The KENWOOD-E. 25th line was routed through downtown via Hennepin Ave.-3rd St.-4th Ave. S.-Washington Ave.. The various other lines previously involving the E. 25th St. portion were discontinued.

1923

BROADWAY-20th line was extended January 3rd over new track on Morgan Ave. N. and 19th Ave. N. to 19th Ave. N. and Upton Ave. N. and re-named the BROADWAY line. The service west of Broadway Ave. and Morgan Ave. was discontinued.

KENWOOD-E. 25th line was extended November 19th replacing the former 42nd AVE. SO. line. Cars met at the wye located at 42nd Ave. S. and 41st St. as well as at the siding on 42nd Ave. S.

With completion of the Washburn Ave. N. loop on the ROBBINSDALE line, 20-minute headway was provided to Robbinsdale and 10-minute headway to that loop from downtown Minneapolis.

1924

FRANKLIN-11th line was extended over new track to the wye at Oak St. S.E. and Beacon St. effective December 13th. It was subsequently cutback to 27th Ave. S.E. and Yale Ave. S.E.

1926

Effective November 28th, involving in part newly constructed track, the following line combinations began operating.

28th AVE. S.-N. EMERSON line: from 28th Ave. S. and 50th St. via 28th Ave. S.-42nd St.-Cedar Ave. -Franklin Ave.-4th Ave. S.-5th St.-1st Ave. N.-Washington Ave. N.-Broadway Ave.-Emerson Ave. N.-Fremont Ave. N.-to 36th Ave. N. and Fremont Ave. N.

34th AVE. S.-N. BRYANT line: on 34th Ave. S. to 42nd St.-28th Ave. S.-38th St.-23rd Ave. S.-35th St.-Cedar Ave.-Washington Ave.-45th Ave. N.-Bryant Ave. N.. Destination signs: 34th AVE. S.-N. BRYANT; 38th-CAMDEN: 38th St. and 28th Ave. S. to 42nd Ave. N. and Washington Ave. N.; 46th-CAMDEN: 46th St. and 34th Ave. S. to 42nd Ave. N. and Washington Ave. N.

CEDAR AVE. line: from 52nd St. and Bloomington Ave.-52nd St.-Cedar Ave.-Washington Ave.-4th Ave. S.-3rd St.-2nd Ave. N.-Washington Ave. Beginning December 1st the downtown route was changed to: Cedar Ave.-Franklin Ave.-4th Ave. S.-5th St.-to the wye at 5th St. N. and 5th Ave. N.

1927

The BRYANT to 54th-PENN branch line began operating October 16th.

Western Ave. was re-named Glenwood Ave. so the line became GLENWOOD-4th AVE. Destination signs: GLENWOOD, GLENWOOD to ALDRICH, 4th AVE. SO. to 38th, and 4th AVE. SO. to 48th.

1928

Track was abandoned on 52nd St. from Bloomington Ave. to Cedar Ave., and on Cedar Ave. from 52nd St. to 50th St., September 13th, so the CEDAR AVE. line was cutback to the Lake Nokomis loop at 50th St. The wye at 52nd St. and Bloomington Ave. was rebuilt using 153 l.f. of track left in 52nd St. for that purpose. (On the abandoned portion, trolley wire was removed in 1928 and the overhead poles during 1928-1929. Rail on 52nd St. was removed in 1928 but that on Cedar Ave. remained until 1932-1933.)

1929

CEDAR AVE. line service to downtown ceased January 2nd, replaced by shuttle service on Cedar Ave. from 42nd St. to the Lake Nokomis loop at 50th St. The company bulletin announcing the change apparently was in error in that it stated the shuttle service would extend to 52nd St. and Bloomington Ave.. The bulletin also stated a CEDAR to 52nd destination sign would be used, with the CEDAR AVE. sign for operation to the Lake Nokomis loop at 50th St.

The CHICAGO-PENN and CHICAGO-FREMONT lines had been operated as two separate lines until May 1st when they were combined as far as crew and car assignments were concerned.

1934

Effective September 1st the BRYANT-JOHNSON line was re-routed via Lyndale Ave.-Hennepin Ave.-8th St. S.E.

1935

The FRANKLIN-11th line was combined with the ROBBINSDALE line May 18th to form the ROBBINSDALE-FRANKLIN line, operated from East Side and North Side Stations. Route through downtown was: 4th Ave. S.-11th St.-1st Ave. N.-2nd Ave. N.-7th St. N.-Emerson Ave. N.-Broadway Ave.

1936

Inter-city service between Minneapolis and St.Paul through Fort Snelling was split into two separate lines July 5th when one-man operated cars were assigned to the lines. In Minneapolis it became the FORT SNELLING-MINNEHAHA-PLYMOUTH line. Destination signs used were as follows.

FORT SNELLING	Ft. Snelling wye to Plymouth Ave. N. and Sheridan Ave. N.
MINNEHAHA-PLYMOUTH	Minnehaha Falls loop to Plymouth Ave. N. and Sheridan Ave. N.
MINNEHAHA-54 to 47	Southbound cars to the wye at 47th Ave. S. and 54th St. opposite the Veterans Hospital.

1938

Sunday service on the NICOLLET-N.W. TERMINAL line was discontinued April 3rd.

Because of abandonment of the ST.LOUIS PARK line and the KENWOOD portion of the KENWOOD-E. 25th

line, the remainder was operated as the E. 25th STREET line, routed via Washington Ave.-5th Ave. S.-5th St.-to the wye at 5th St. N. and 5th Ave. N.

1939

Effective June 15th the E. 25th STREET line was combined with the 6th AVE. N. portion of the INTERURBAN line to form the 6th AVE. N.-E. 25th ST. line, routed via Washington Ave.-5th Ave. S.-5th St.-6th Ave. N. Destination sign: 6 AVE. N.-EAST 25. The INTERURBAN line was cutback to the wye at 5th St. N. and 5th Ave. N.; the route continued as Washington Ave.-5th Ave. S.-5th St. except for certain rush hour trips which operated Washington Ave.-4th Ave. S.-3rd St.-1st Ave. N. -5th St.-5th Ave. S.-Washington Ave.

1940

Because of track abandonments several changes were effected.

May 25th: the 6 AVE. N.-EAST 25 line was cutback on the 6th Ave. N. end to the wye at 5th St. N. and 5th Ave. N. The name of the line was never subsequently changed; the destination sign used was whatever happened to be on the sign roll that included E. 25th St.

November 29th: the ROBBINSDALE-FRANKLIN and 28 AVE. S.-N. EMERSON lines were replaced by the 28 AVE. S.-ROBBINSDALE line. Route was via Cedar Ave.-Washington Ave.-5th Ave. S.-5th St.-1st Ave. N.-Washington Ave. N.-Broadway Ave. However certain morning rush hour trips continued to be made to 36th Ave. N. and Fremont Ave. N., using the 28 AVE. S.-N. EMERSON destination sign, until August 19, 1950.

1942

The route of the GRAND-MONROE line was changed September 21st to: Marquette Ave.-1st St.-Hennepin Ave.-Central Ave.-Monroe St.

1946

Effective February 16th the following two lines were established.

PLYMOUTH-E. 25th ST. line, routed Washington Ave.S.-5th Ave. S.-5th St.-1st Ave. N.- Washington Ave. N.. Destination signs: PLYMOUTH-E. 25 ST.-FORD PL., PLYMOUTH-E. 25 ST. to 41, and PLYMOUTH-E. 25 ST. to 45.

FORT SNELLING-MINNEHAHA line, routed Washington Ave. S.-4th Ave. S.-3rd St.-2nd Ave. N.-Washington Ave. N. Destination signs: northbound LOOP; southbound MINNEHAHA FALLS, FORT SNELLING, and MINNEHAHA-54 to 47.

Beginning April 19th SELBY-LAKE cars were to turn on the Girard Substation wye and pull-out from Girard Ave. Previously they had pulled-in on Girard Ave., then backed out onto the westbound Lake St., took their layover time, then pulled-out taking the crossover to the eastbound Lake St. track.

1947

The 34 AVE. SO.-N. BRYANT line was cutback on the north end to 42nd Ave. N. and Washington Ave. N. because of track abandonment. It was re-named 34 AVE. S.-N. WASH..

1948

Because of abandonment of the ROBBINSDALE trackage July 10th, the remaining portion was re-named the 28th AVE. SO. line. Routed via Cedar Ave.-Franklin Ave.-4th Ave. S.-5th St.-to the wye at 5th St. N. and 5th Ave. N., it was operated entirely from Lake St. Station. Destination signs: northbound LOOP; southbound 28 AVE. S. to 50th, and 28 AVE. S. to 56th.

New destination signs were prepared for the CHICAGO-PENN-FREMONT lines.

CHICAGO-FREMONT-36	CHICAGO-PENN-38	CHICAGO to 38th
CHICAGO-FREMONT-44	CHICAGO-PENN-42	CHICAGO to 48th
CHICAGO-FRE.-OLIVER		CHICAGO to 54th

When 38th Ave. N. was re-named Dowling Ave. N. the destination signs were changed to read CHICAGO-PENN-DOW..

1950

The 28th AVE. SO. line was abandoned August 19th resulting in this re-arrangement.

34th AVE. SO. line: 34th Ave. S.-42nd St.-Cedar Ave.-Lake St.-Bloomington Ave.-Franklin Ave.-4th Ave. S.-5th St.-to the wye at 5th St. N. and 5th Ave. N. Destination signs: northbound LOOP; southbound CEDAR to 42nd, 34th AVE. SO. to 46th, and 34th AVE. SO. to 54th.

FT.SNELLING-N. WASHINGTON line: routed on Washington Ave. through downtown to 42nd Ave. N. and Washington Ave. N.. Destination sign: FT. SNELLING-N. WASH..

1952

Due to abandonment of the Grand Ave. trackage October 18th, the NICOLLET-MONROE line was established, routed via Marquette Ave.-1st St.-Hennepin Ave.-Central Ave.

The downtown route of northbound CHICAGO-PENN-FREMONT line cars was changed September 13th because of the establishment of one-way street systems (7th and 8th Sts.) in downtown: 6th St.-1st Ave. N.-8th St. N.- 2nd Ave. N.-7th St. N.

BLOOMINGTON-COL. HTS. line route changes in downtown were necessary due to track abandonments and one-way street systems (3rd and 4th Sts.). August 23rd: Franklin Ave.-4th Ave. S.-6th St.-1st Ave. N.-1st St. N.-Hennepin Ave.-Central Ave.. Businessmen in the lower loop complained so on September 24th it was re-routed. Northbound: Franklin Ave.-4th Ave. S.-5th St.-2nd Ave. S.-3rd Ave. S.-Central Ave.. Southbound: Central Ave.-Hennepin Ave.-Marquette Ave.-6th St.-4th Ave. S.-Franklin Ave.

1953-1954

The final two years of operation constituted abandonment of the street railway system so no effort was made to list the route changes that occurred.

LINE COMBINATIONS AND ROUTES

ST.PAUL HORSECAR LINES

1880

Considerable new track was built during the summer, and when completed in late September service was consolidated into two lines.

ST. ANTHONY HILL & LAFAYETTE AVE.
(red light at night)

Eastbound cars ran on Western Ave., Iglehart Ave., Wabasha St., 4th St., Sibley St., 8th St., Locust St. and Lafayette Ave. to Partridge St. Westbound cars ran on Lafayette Ave., Locust St., 7th St., Jackson St., 4th St., St.Peter St., 10th St., Rice St., Summit Ave., Nelson Ave. and Western Ave. to Ashland Ave.

FORT ST. & MISSISSIPPI ST.
(green light at night)

Eastbound cars ran on Fort St., 3rd St., Wabasha St., 4th St., Sibley St., 8th St., Jackson St., Pearl St. and Mississippi St. to Pennsylvania Ave. Westbound cars ran on Mississippi St., 13th St., Jackson St., 4th St., and Fort St. to Ann St.

Horsecars operated from the horsecar barn at 4th and St.Peter Streets, providing ten-minute service from 6:30 a.m. to 9:50 p.m.

1883

The track construction completed during May was designed so that track on Wabasha St. was to be used by the ST.ANTHONY HILL line, and that on St.Peter St. by the UNIVERSITY AVE. line.

Early 1884

A directory listed the lines operated and their routings. The name of each route was displayed on the front, sides and rear of the horsecars in the same color as the lights.

SEVENTH ST. line (green light): from North St. via Bradley St., E. 7th St., W.7th St., Ramsey St. to Oak St.. Six-minute headway.

LAFAYETTE AVE. line (white light): from Otsego St., via Lafayette Ave., Locust St., 7th St., Jackson St., 4th St. to Seven Corners, W. 3rd St., Pleasant Ave., Ramsey St. to Forbes and Oak Sts.. Seven-minute headway.

MISSISSIPPI ST. line: (yellow light): from Ramsey St. via 7th St., Jackson St., 13th St., Mississippi St. to Pennsylvania Ave.. Eight-minute headway.

UNIVERSITY AVE. line (purple light): from Kent St. via University Ave., Rice St., Martin St., St.Peter St., Iglehart Ave., Wabasha St., 4th St., Sibley St. to the Union Depot. Eight-minute headway.

WEST 7th STREET & UNION DEPOT line (red light): from the Union Depot via Sibley St., 4th St. to Seven Corners, W. 7th St. to the horsecar barn at the corner of Lee Ave. Nine-minute headway.

ST.ANTHONY HILL line (green light): from the Union Depot via Sibley St., 4th St., Wabasha St., 10th St., Rice St., Summit Ave., Nelson Ave., Western Ave., Laurel Ave. to Dale St. Seven-minute headway.

GRAND AVE. EXTENSION line: from Laurel Ave. and Dale St., Dale St., Grand Ave. to Victoria St.. Cars left the Union Depot on the hour until 7:00 p.m. and carried a red flag.

April 1, 1884

A Mortgage Bond Trust Agreement provided a list of lines with their routings.

UNION DEPOT & ST.ANTHONY HILL: From Grand Ave. and Victoria St.-Grand Ave.-Dale St.-Laurel Ave.-Western Ave.-Nelson Ave.-Summit Ave.-Rice St.-10th St.-Wabasha St.-4th St.-Sibley St.-to Union Depot.

UNION DEPOT & FORT ST.: from Fort and Lee Sts.-Fort St.(W. 7th St.)-to Seven Corners-4th St.-Sibley St.-to Union Depot.

RAMSEY & BRADLEY ST.: from Ramsey St. at Oak and Forbes Sts.-Ramsey St.-Fort St. (W. 7th St.)-E. 7th St.-to E. 7th and Kittson Sts..(Bradley St. was the next street east of Kittson St. but beyond the bridge over the railroad tracks.)

UNIVERSITY AVE. to UNION DEPOT: from Kent St. and University Ave.-University Ave.-Rice St.-Martin St.- St.Peter St.-Iglehart Ave.-Wabasha St.-4th St.-Sibley St.-to Union Depot.

RAMSEY, SEVENTH & MISSISSIPPI ST.: from Ramsey St. at Oak and Forbes Sts.- Ramsey St.-Fort St. (W. 7th St.)-to Seven Corners-4th St.-Jackson St.-13th St.-Mississippi St.-to Pennsylvania Ave. As of 10-1-1884 the name had been changed to RAMSEY, FOURTH & MISSISSIPPI ST. line.

LAFAYETTE AVE. & SEVEN CORNERS: from 3rd St. and Pleasant Ave.-3rd St.-to Seven Corners-4th St.-Sibley St.-E. 7th St.-Lafayette Ave.-to Otsego St.

January 15, 1887

Another Mortgage Bond Trust Agreement provided another list of lines and routings.

ST. ANTHONY HILL: from Grand Ave. and Victoria St.-Grand Ave.-Dale St.-Laurel Ave.-Western Ave.-Nelson Ave.-Summit Ave.-Rice St.-10th St.-Wabasha St.-4th St.-to Broadway St.

LAFAYETTE & WEST 7th ST.: from Fort and Lee Sts.-Fort St.-to Seven Corners-4th St.-Jackson St.-E. 7th St.-Locust St.-Lafayette Ave.-to Collins Ave. and Burr St..

E. 7th ST. or DAYTON'S BLUFF line: from Ramsey St. at Oak and Forbes Sts.-Ramsey St.-W. 7th St.-E. 7th St.-to Forest St.

UNIVERSITY AVE. & MISSISSIPPI ST.: from Kent St. and University Ave.-University Ave.-Rice St.-Martin St.-St.Peter St.-Iglehart Ave.-Wabasha St.-4th St.-Jackson St.-13th St.-Mississippi St.-Acker St.-to Cortland St.

LAFAYETTE AVE. & SEVEN CORNERS: from 3rd St. and Pleasant Ave.-3rd St.-to Seven Corners-4th St.-Jackson St.-E. 7th St.-Locust St.-Lafayette Ave.-to Collins Ave. and Burr St..

RAMSEY, FOURTH & MISSISSIPPI ST.: from Ramsey St. at Oak and Forbes Sts.-Ramsey St.-W. 7th St. -to Seven Corners-4th St.-Jackson St.-13th St.-Mississippi St.-to Williams St..

Early 1888

ST. ANTHONY HILL (from 5th and Sibley Sts. to Laurel Ave. and Dale St.)
GRAND & LAFAYETTE
7th ST.
MARIA AVE.
UNIVERSITY AVE. & MISSISSIPPI ST.
RICE & CONCORD
RICE & WEST ST.PAUL (on State St.)
RICE ST. EXTENSION (on Rice St. from Front St. to Maryland Ave.)

Later in 1888 the OAKLAND AVE. & WEST ST.PAUL line operated from Grand Ave. and Victoria St. to Winifred St. and Ohio St.

St.PAUL HORSECAR, CABLECAR LINES AND ELECTRIC LINE

May 1, 1890

Horsecar Lines

W. 7th ST. & WEST ST.PAUL: from W. 7th St. and Pleasant Ave.-W. 7th St.-Wabasha St.-5th St.-Robert St.- Fairfield Ave.-Dakota Ave.-Winifred St.-to Ohio St.

RICE & WEST ST.PAUL: from Rice St. and Maryland Ave.-Rice St.-Wabasha St.-5th St.-Robert St.-Concord St.-to Bancroft St.

UNIVERSITY AVE. & MISSISSIPPI ST.: from University Ave. and Dale St.-University Ave.-Wabasha St.-5th St.-Jackson St.-13th St.-Mississippi St.-Acker St.-to Cortland St.

RONDO ST.: from University Ave. and Kent St.-Kent St.-Rondo St.-Rice St.-10th St.-Wabasha St.-5th St.-to Wacouta St.

LAFAYETTE, PAYNE & GREENBRIER AVE.: from Maryland Ave. and Greenbrier Ave.-Greenbrier Ave.-Sims St.-Payne Ave.-Reaney St.-Edgerton St.-Minnehaha Ave.-Burr St.-Lafayette Ave.-Locust St.-E. 7th St.-to Wabasha St.

MARIA AVE.: on Maria Ave. from E. 7th St. to Plum St.

Cablecar Lines

SELBY AVE.

E. 7th ST.

Electric Line

GRAND & WEST 7th. (Operated from the Smith Ave. Carhouse)

1890

Other line names noted: MISSISSIPPI & WABASHA, WABASHA & WEST ST.PAUL, and RICE & WABASHA.

ST. PAUL ELECTRIC LINES

1891

Additional lines beginning operation upon electrification of the system.
ST.ANTHONY PARK & HAMLINE: operated at first as LEXINGTON AVE. or HAMLINE.
RICE & CONCORD and RICE & STATE.
LAFAYETTE & RONDO. The eastern portion was completed first and operated as LAFAYETTE AVE. until the western portion was completed. (Lafayette Ave. was another name for the Payne Ave. line.)
7th ST. and FORT SNELLING lines.
MARIA EXTENSION: from E. 7th St. and Maria Ave.
RANDOLPH EXTENSION: from W. 7th St. and Randolph Ave.

MERRIAM PARK EXTENSION. Operated when partially complete as ELECTRIC EXTENSION OF THE SELBY AVENUE CABLE LINE.
COMO AVE. EXTENSION.

1892

A directory dating to before the Jackson St. track was completed, is summarized following.

EAST 7th STREET CABLE: seven-minute headway; ten-minute headway at night.

MARIA AVE. EXTENSION: E. 7th St. and Maria Ave. to Earl St. and Hastings Ave..

GRAND AVE. (white light): ten-minute headway to Grand Ave. and Lexington Ave. wye. Forty-five minute headwy to Grand Ave. and Cretin Ave. From Cretin Ave. and Grand Ave.-Grand Ave.- Oakland Ave.-Ramsey St.-W. 7th St.-Wabasha St.-5th St.-to 5th and Wacouta Sts.; return via 5th St.-Robert St.-8th St.-Wabasha St.-W. 7th St..

INTERURBAN (blue sign; green light): six-minute headway; 12-minute headway at night. Downtown route was Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St..

LAFAYETTE & RONDO (red and green light): ten-minute headway. From Maryland Ave. and Greenbrier St.-Greenbrier St.-etc.-Lafayette Ave.-10th St.-Broadway St.-5th St.-Robert St.-8th St.-Wabasha St.-10th St.-Rice St.-Rondo Ave.-to Rondo Ave. and Dale St..

LEXINGTON AVE. (red, green and yellow light): twenty-six minute headway. County Road (later Como Ave.)-St.Anthony Park-Langford Ave.- Snelling Ave.-Minnehaha Ave.-Lexington Ave.-University Ave.-Wabasha St.-5th St.-to 5th and Wacouta Sts..

MISSISSIPPI, WABASHA & WEST ST.PAUL (purple light): ten-minute headway. From Brainerd Ave. and Edgerton St.-Brainerd Ave.-etc.-Mississippi St.-13th St.- Jackson St.-5th St.-Robert St.-8th St.-Wabasha St.- Winifred St.-Ohio St.-George St.-Smith Ave.-to Smith Ave. and Annapolis St.

RICE & CONCORD (orange light): eight-minute headway. From Rice St. and Front Ave.-Rice St.-Wabasha St.-5th St.-Robert St.-Concord St.-to Concored and Arthur Sts.. Apparently returned via Robert St.-8th St.-Wabasha St..

RICE ST. EXTENSION: eight-minute headway in rush hours meeting each main line car. Sixteen-minute headway at other times meeting every other main line car. On Rice St. from Front Ave. to Maryland Ave.

STATE ST. EXTENSION. From State and Concord Sts. to Robert and Annapolis Sts..

SELBY AVENUE CABLE: four-minute headway; eight-minute headway at night. Cars that connected with the MERRIAM PARK EXTENSION line carried a red flag by day and a red light at night. From 4th and Broadway Sts. to Selby Ave. and Milton St.

MERRIAM PARK EXTENSION (electric): twelve-minute headway. From Selby Ave. and Milton St. to Prior and St. Anthony Avenues.

WEST 7th ST. (red light): eight-minute headway. From W. 7th and Tuscarora Sts.-W. 7th St.-Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St.-W. 7th St.

WEST 7th ST. EXTENSION: hourly service. From W. 7th and Tuscarora Sts. to the Fort Snelling bridge.

RANDOLPH EXTENSION: hourly service. On Randolph St. from W. 7th St. to Cretin Ave.

After the Jackson St. track construction was completed later in 1892, the JACKSON & MISSISSIPPI line appeared. In later 1892 records a W. 7th & MISSISSIPPI ST. line was listed. In 1891 and 1892 records a COMO AVE. and COMO AVE. EXTENSION lines were listed.

1893

The WABASHA & WEST ST.PAUL line was re-arranged together with the JACKSON & MISSISSIPPI line to form the MISSISSIPPI & WEST ST.PAUL and JACKSON ST. lines.

Upon electrification of the cable line on E. 7th St. the following electric lines were operated.
7th ST.: E. 7th St. and Duluth Ave. to to W. 7th St. and Tuscarora St..
FORT SNELLING: E. 7th St. and Duluth Ave. to Fort Snelling wye.
MARIA AVE.: extended from E. 7th St. and Maria Ave. to 7th and Wabasha Sts..

1894

The STRYKER AVE. line opened July 1st.

1896

A list of lines, prepared in May, somewhat similar to the 1892 directory, contained no information as to service and headways. In comparing the two lists, only the information from the 1896 list that is different from the 1892 list is presented here.

COMO AVE.: Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St.-Rice St.-Como Ave.-Front Ave.-Chatsworth St.-Van Slyke Ave.-Como Park loop.

SEVENTH ST. and FORT SNELLING: both started at E. 7th St. and Duluth Ave.; the former line ran to W. 7th and Tuscarora Sts., and the latter to the Fort Snelling bridge. (No changes since inception of the lines in 1893.)

GRAND AVE. and GROVELAND PARK: both used the 7th St.-Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St.-7th St. loop route. The former line ran to Grand and Snelling Avenues; the latter line to Grand and Cretin Avenues. (Groveland Park was the area along the Mississippi River west of Cretin Ave..)

HAMLINE & ST. ANTHONY PARK: apparently wyed at 5th and Wacouta Sts. (listed as 5th and Sibley Sts.).

INTERURBAN.

JACKSON ST.: from Jackson and 5th Sts. to Cortland (later Jackson) St. and Maryland Ave.

LAFAYETTE & RONDO: same routing but ending at Rondo Ave. and Victoria St..

MARIA AVE.: from 7th and Wabasha Sts. to Indian Mounds Park.

MERRIAM PARK EXTENSION: from Selby Ave. and Avon St. to Prior and University Avenues.

MISSISSIPPI, WABASHA & WEST ST.PAUL.

RANDOLPH ST. EXTENSION.

RICE & CONCORD: from Rice St. and Maryland Ave. to Concord and Arthur Sts..

RICE & STATE: from Rice St. and Maryland Ave. to Robert and Annapolis Sts..

STRYKER AVE.: from 5th and Wabasha Sts. to Stryker Ave. and Annapolis St..

SELBY AVE. CABLE: from 4th and Broadway Sts. to Selby Ave. and Milton St.

1898

The UNION DEPOT LOOP line opened November 1st, probably routed via Robert St.-3rd St.-Sibley St.-5th St.-Robert St..

The SELBY AVENUE eletric line replaced the SELBY AVE. CABLE and the MERRIAM PARK EXTENSION lines. The route downtown was: Selby Ave.-3rd St.-4th St.-Broadway St.-5th St.-Rosabel St.-4th St..

The COMO INTERURBAN line opened July 1st with the entire route described as: Como Ave.-County Road-Langford Ave.-Como Park loop (Churchill St., Lexington Ave., Langford Ave.)-Van Slyke Ave.-Chatsworth St.-Front Ave.-Como Ave.-Rice St.-Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St..

It was reported that the downtown route of the INTERURBAN line was changed to coincide with that of the COMO INTERURBAN line: Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St..

Apparently the ST.ANTHONY PARK & HAMLINE line was cutback and re-named the HAMLINE line upon the opening of the COMO INTERURBAN line.

1900

A street guide provided a detailed listing of the lines operated and their general routings. Some of the line designations differed from those previously given.

INTERURBAN: same downtown route as listed under 1898.

COMO INTERURBAN: same downtown route as listed under 1898.

LAFAYETTE & RONDO: Rondo Ave.-W. 10th St.-Wabasha St.-5th St.-Broadway St.-Lafayette Ave.-Collins Ave.-Burr St.-Payne Ave.-Sims St.-Greenbrier Ave..

RICE & CONCORD: Rice St.-Wabasha St.-5th St.-Robert St.-Concord St..

RICE & STATE: Rice St.-Wabasha St.-5th St.-Robert St.-Concord St.-State St..

EAST & WEST 7th ST. and FORT SNELLING.

FOURTH ST.: Prior and University Avenues-Prior Ave.-Marshall St.-Fairview Ave.-Selby Ave.-Seven Corners-4th St.-Broadway St..

MISSISSIPPI & WEST ST.PAUL: Smith Ave. and Annapolis St.-Smith Ave.-George St.-Ohio St.-Winifred

St.-Wabasha St.-5th St.-Broadway St.-Mississippi St.-York Ave.-Case Ave.-Arkwright St.-Brainerd Ave.-Edgerton St..

STRYKER AVE.: 5th and Wabasha Sts.-Wabasha St.-Winifred St.-Stryker Ave..

JACKSON ST.: 5th and Jackson Sts. to Oakland Cemetary and Maryland Ave. and Cortland St..

MARIA AVE.: 7th and Wabasha Sts.-7th St.-Maria Ave.-Hastings Ave.-Earl St. to Indian Mounds Park.

HAMLINE: 5th and Sibley Sts.-5th St.-Wabasha St.-University Ave.-Lexington Ave.-Minnehaha Ave.-Snelling Ave.-to Snelling and Como Avenues.

UNION DEPOT LOOP: Wabasha St.-5th St.-Robert St.-3rd St.-Sibley St.-5th St.-Robert St.-8th St.-Wabasha St..

GRAND AVE.: Grand Ave. (Groveland Park)-Ramsey St.-Oakland Ave.-7th St.-Wabasha St.-5th St.-Robert St.-8th St.-Wabasha St.-7th St..

WHITE BEAR & STILLWATER: from Cedar St. switch to Wabasha St.-5th St.-Broadway St.-E. 7th St. and outbound; inbound on E. 7th St. to Cedar St..

1902

A re-arrangement of lines took place: GRAND & LAFAYETTE (destination sign: LAF. & GROVE. PARK) and RONDO & MARIA.

1903

New desination sign authorized for Stillwater cars: HAZEL PARK to WABASHA. This was probably the start of cutback service to the newly installed Ames Ave. wye on the Hazel Park R/W.

As of December 28th the St.Paul Division consisted of these lines as listed on a company record form.

SELBY AVE.	LAFAYETTE & GRAND	RICE, STATE & CONCORD
7th ST. & FORT SNELLING	MISS. & WEST ST.PAUL	STRYKER AVE.
HAMLINE & JACKSON	MARIA & RONDO	UNION DEPOT LOOP
COMO LOCAL.		

Note the new combination of HAMLINE & JACKSON.

1905

Upon completion of new track construction the following lines were opened.

SNELLING AVE.: on Snelling Ave. from Como Ave. to Grand Ave., September 2nd.

S. ST.PAUL & INVER GROVE: route in downtown St.Paul was not specified; to South St.Paul July 22nd and to Inver Grove August 1st.

PHALEN PARK: from the Main Ave. loop on W. 7th St. to Phalen Park, July 5th. Destination signs: PAYNE AVE. (to Maryland Ave. and Forest St.); PAYNE-PHALEN (to Phalen Park). The PAYNE-PHALEN line was operated from the Smith Ave. Carhouse.

A double-end car began operation May 27th on Marshall St. from Prior Ave. to the east end of the Lake St. bridge.

THE "GRAND & LAFAYETTE" LINE WAS EXTENDED TO PHALEN PARK JULY 16TH. (OPERATION INTO PHALEN PARK WAS A SUMMER-ONLY OPERATION AT THIS TIME.)

1906

The SELBY-LAKE inter-city line between Minneapolis and St.Paul began through service May 21st. The route in St.Paul was on Marshall Ave. from the Lake St. bridge to Fairview Ave.-Selby Ave. 3rd St.-4th St.-Broadway St.-5th St.-Rosabel St.-4th St.. SELBY AVE. cars ran from downtown St.Paul to Marshall and Prior Avenues. MERRIAM PARK cars ran from downtown St.Paul to Prior and University Avenues.

The HAMLINE & JACKSON line began operating over newly constructed trackage on the western portion which was placed in operation June 29th. The downtown route was Rice St.-Wabasha St.-5th St.-Jackson St..

The RANDOLPH AVE. line opened July 14th from downtown St.Paul, routing not specified, on W. 7th St. to Randolph Ave. and on Randolph Ave. to Pascal St..

1908

A minor re-arrangement of lines went into effect.

JACKSON & STRYKER: downtown route was Jackson St.-5th St.-Wabasha St..

HAMLINE-UNION DEPOT: routed via Rice St.-Wabasha St.-5th St.-Robert St.-3rd St.-Sibley St.-5th St.-Wabasha St.. However Schedule Dept. records list this line as going into operation October 8, 1907.

1909

Upon completion of additional new trackage on June 21st, the RANDOLPH-HOPE line began operation. This apparently replaced the SNELLING AVE. line for the new line operated from Como and Snelling Avenues, on Snelling Ave. to Randolph Ave., thence on Randolph Ave.-W. and E. 7th St.-Hope St.-E. 4th St.-to E. 4th and Cypress Sts..

The SNELLING-MINNEHAHA inter-city line began operation June 21st, from E. 7th St. and Duluth Ave. on E. and W. 7th Sts. across the Mississippi River bridge at Fort Snelling, through Fort Snelling into downtown Minneapolis. Local service continued to be operated from E. 7th St. and Duluth Ave. to W. 7th and Tuscarora Sts. by SEVENTH ST. cars.

GRAND AVE. route was changed July 31st to W. 7th St.-4th St.-Rosabel St.-3rd St.-Broadway St.-4th St.-W. 7th St.. Destination signs: GRAND AVE., GRAND to CAMBRIDGE, GRAND to CRETIN, and GRAND to SNELLING.

It is not known whether the SELBY-LAKE line was changed to the same downtown route as the GRAND AVE. line at this time. It is known that as of May, 1912, they were using this route, that is, the 4th-Rosabel-3rd-Broadway-4th loop.

On July 28th the RICE-SOUTH ST.PAUL & INVER GROVE line was formed, routed through downtown via Wabasha St.-5th St.-Robert St. in both directions. Destination signs:
SOUTH ST.PAUL: Rice and South Sts. to Concord and Marie Sts..
SO. ST.PAUL & INVER GROVE: Rice and South Sts. to Concord and Linden Sts..
RICE & STATE: Rice and South Sts. to Robert and Annapolis Sts..
RICE & CONCORD: Rice and South Sts. to Concord and Witham Sts..
All northbound cars used the RICE & CONCORD sign.

Lines operated from E. 7th St. Station in 1909 were: STILLWATER-WHITE BEAR-MAHTOMEDI, RICE-SOUTH ST.PAUL & INVER GROVE, RANDOLPH-HOPE, MISS. & W. ST.PAUL, JACKSON-STRYKER, RONDO & MARIA, and SEVENTH ST. (locals).

1912

It is not known just when this particular service was established, but by May, 1912, additional local service was being provided in connection with the SNELLING-MINNEHAHA line. The SEVENTH ST. local cars continued to operate fjrom E. 7th St. and Duluth Ave. to W. 7th and Tuscarora Sts.. However the HAZEL PARK line was running from the Autumn St. and Hazel Ave. wye on the Stillwater R/W via E. 7th St. to the Cedar St. loop (E. 7th St.-Cedar St.-8th St.-Wabasha St.-E. 7th St.).

A May, 1912, directory listed cars operating from downtown St.Paul to the wye at Como and Hamline Avenues in Como Park using a COMO PARK destination sign.

1913

The FOREST ST. line began operating November 10th from the Cedar St. loop (E. 7th St.-Cedar St.-8th St.-Wabasha St.-E. 7th St.) via E. 7th St.-Arcade St.-Case Ave.-Forest St.-to a wye at Forest St. and Maryland Ave.. Some runs were operated from Snelling Station.

1914

The DALE-PHALEN line replaced the FOREST ST. line upon completion of new track on Dale St. October 23rd. Route was Dale St.-Grand Ave.-7th St.-Arcade St.-Case Ave.-Forest St.-to Phalen Park.
Destination signs:
DALE ST.: short line to Dale St. and Grand Ave..
DALE-FOREST: eastbound to Forest St. and Maryland Ave.; westbound to Dale St. and Maryland Ave..
DALE-PHALEN: from Dale St. and Maryland Ave. to Phalen Park.
The PAYNE-PHALEN line continued to operate as before.

The WESTERN-SOUTH ROBERT line replaced the RICE & STATE line November 4th. The Western Ave. portion was newly constructed and the State St. portion was re-named as it was actually located on S. Robert St. at its southernmost end. Route through downtown was via Wabasha St.-5th St.- Robert St. in both directions.

The single track on Burns Ave. from Earl St. to Clarence St. was operated with double-end shuttle car as the BURNS AVE. EXTENSION line, connecting with the RONDO-MARIA line at Earl St.. This service had been ordered by the city council. SPCR decided to operate the line at no fare since the cost of a two-man crew exceeded the revenue; it was cheaper to operate the car with one man and forget fare collection.

1915

With construction of new track on St.Clair Ave., the ST.CLAIR-HOPE line was opened. The SNELLING-E. 7th ST. line began operation simultaneously from Snelling and Como Avenues, on Snelling Ave.-Randolph St.-7th St.-to E. 7th St. and Duluth Ave.. Apparently HAZEL PARK line service continued on the same route.

Destination signs for long-line cars on the GRAND AVE. line were changed from GRAND to CRETIN to GROVELAND PARK in December.

On July 19th the designation of the MISS. & WEST ST.PAUL line was changed to MISS. & CHEROKEE HTS. line.

1916

The single track line on Randolph Ave. from Snelling Ave. to Cleveland Ave. was operated as a shuttle service using double-end cars, called the RANDOLPH EXTENSION line.

1917

A company bulletin stated that the HAZEL PARK line was "established" October 15th, operated from the Main Ave. loop on W. 7th St. to Hazel Park at the Maryland Ave. siding and wye on the Stillwater R/W. Fifteen-minute headway was provided by extending SNELLING-E. 7th ST. line cars. Destination sign: SNELL. AVE.-HAZEL PARK.

The PAYNE-PHALEN line was extended over new track on Maryland Ave. from Forest St. to Duluth Ave. using a PAYNE to DULUTH destination sign.

1920

As was the situation in Minneapolis a major change of routings was placed in effect in St.Paul on November 8th to accommodate changed traffice patterns.

CHEROKEE HEIGHTS: routed via Wabasha St.-5th St.-Sibley St.-wye at 5th and Sibley Sts.-return via the same route.

RICE-STRYKER.

SOUTH ST.PAUL & INVER GROVE: routed via Robert St.-8th St.-Wabasha St.-5th St.-Robert St..

WESTERN-JACKSON: routed via Rice St.-Wabasha St.-5th St.-Jackson St..

MERRIAM-MISSISSIPPI: from Prior and University Avenues via Prior Ave. and Selby-Lake line to 4th St.-Broadway St.-thence over the Mississippi St. line.

PAYNE-GROVELAND: also referred to as GROVELAND PARK-PAYNE AVE. line. In essence a revival of the former GRAND & LAFAYETTE line.

HAMLINE-SOUTH ROBERT: routed via Wabasha St.-5th St.-Robert St. in both directions. Effective December 22nd cars were instructed to wye at Prior and University Avenues, heading in the east leg located on University Ave., take layover time at the safety island, then wye out.

1921

The INTERURBAN and COMO-HARRIET lines were re-routed between September 3rd and October 28th. Eastbound: Wabasha St.-5th St.-wye at 5th and Sibley Sts.; westbound: 5th St.-Robert St.-8th St. -Wabasha St..

A revision was placed in effect June 8th as follows.

SNELLING AVE.: on Snelling Ave. between Como Ave. and Randolph Ave..

RANDOLPH-HAZEL PARK, using these destination signs.

HAZEL PARK:	eastbound to Maryland Ave. siding and wye on Stillwater R/W.
SEVENTH-SNELLING:	westbound to Snelling and Randolph Avenues.
SEVENTH-RANDOLPH:	westbound to Randolph and Cleveland Avenues. All cars ran through; the shuttle service was discontinued.
SEVENTH:	pull-ins to Duluth Ave. Station.

1924

Upon completion of new track from Randolph and Cleveland Avenues to the Ford Plant, a shuttle car was used in rush hours only from January 21, 1924, until August 19, 1925, when through service was begun.

1927

A major re-combination of lines took effect on August 1st, described following.

The FORT SNELLING-MINNEHAHA-PLYMOUTH line from Minneapolis, formerly the SNELLING-MINNEHAHA line, was extended from E. 7th St. and Duluth Ave. to Hazel Park (Maryland Ave. siding and wye on the Stillwater R/W) replacing service previously provided by the RANDOLPH-HAZEL PARK line. The line designation was changed to 7th-MINNEHAHA-PLYMOUTH. Destination signs used were:

7th-MINNEHAHA-PLYMOUTH:	eastbound to E. 7th St. and Duluth Ave.; westbound to Plymouth and Sheridan Avenues in Minneapolis.
M'HAHA-7th-HAZEL PARK:	eastbound to Hazel Park.
SEVENTH-M'HAHA:	westbound to downtown Minneapolis.

RANDOLPH-HOPE line re-established.

GRAND AVE. line re-established: routed downtown via 4th St.-Rosabel St.-3rd St.-Broadway St.-4th St.

ST.CLAIR-PAYNE; destination signs used were:

ST.CLAIR-MARYLAND:	eastbound to Maryland and Duluth Avenues.
ST.CLAIR-PAYNE:	eastbound to Maryland Ave. and Kennard St.

A new wye was completed at Prior Ave. and Charles St. on the HAMLINE-SOUTH ROBERT line. Cars were instructed to pull-in on Charles St., then back out and down to University Ave.

1931

Shuttle service ended September 23rd on Burns Ave.. RONDO-MARIA cars began running through.

1932

This was a year for many substantial changes. Loss of traffic caused by the automobile and the financial depression created the need for service revisions. A listing of the new line combinations placed into effect is extensive.

June 1st

MISSISSIPPI-CHEROKEE: routed via Wabasha St.-5th St.-Broadway St.-Mississippi St.. Destination

sign: MISS.-CHEROKEE HTS.

MERRIAM PARK: routed from Prior and University Avenues on Prior Ave.-Marshall Ave.-Fairview Ave.-Selby Ave.-3rd St.-4th St.-and 4th St.-~~Rosabel St.-3rd St.-Broadway St.-4th St.~~ loop.
BROADWAY - 5TH ST. - ROSABEL ST.

July 13th

WESTERN AVE.: operating to downtown.

JACKSON-STRYKER.

RICE-SOUTH ST.PAUL: routed southbound Wabasha St.-5th St.-Robert St.; northbound Robert St.-9th St.-Wabasha St.. Destination signs:
RICE-SOUTH ST.PAUL: northbound to Rice St. and Ivy Ave..
SOUTH ST.PAUL-6th: southbound to Concord and 6th Sts. in South St.Paul.
S.ST.PAUL-INVER GROVE: southbound to Concord and Linden Sts.. When operating over former St.Paul Southern Electric Ry. track to Francis St. and Faulkner Ave. in Inver Grove a window board sign was used which read "To Faulkner Ave.".

August 11th
Upon abandonment of Wildwood-Stillwater
and Wildwood-White Bear lines

7th-MINNEHAHA-PLYMOUTH line shortened to W. 7th St.-4th St.-Rosabel St.-3rd St.-Broadway St.-4th St..

GRAND AVE. line extended to Mahtomedi as the GRAND-MAHTOMEDI line. Destination signs: GRAND-MAHTOMEDI and GRAND-HAZEL PARK.

September 8th

MERRIAM PARK line operation with a double-end shuttle car on Prior Ave. from Marshall Ave. to University Ave. between 8:37 a.m. and 4:30 p.m. Otherwise the line continued to operate to downtown.

September 9th

WESTERN AVE. line cutback from downtown and converted to one-man operation using a double-end shuttle car on Western Ave. from Como Ave. to Cook St..

September 11th

The August 11th changes did not work out satisfactorily. So more revisions were effected.

GRAND AVE. line re-established.

RANDOLPH-HAZEL PARK line re-established and extended to Mahtomedi as HAZEL PARK-MAHTOMEDI line.

MINNEHAHA-7th-HOPE line, running from E. 4th St. and Atlantic Ave. via E. 4th St.-Hope St.-E. 7th St.-W. 7th St.-Fort Snelling-to Plymouth and Sheridan Avenues in Minneapolis.

1935

A new wye was completed June 17th at Prior Ave. and Oakley St.; cars were instructed to head in

on Oakley, then back down to University Ave..

1936

The MINNEHAHA-7th-HOPE line ended inter-city operation when it was converted to one-man operation on July 5th. It was split into two parts, the St.Paul segment designated as the FORT SNELLING-7th-HOPE line. Destination signs:
FORT SNELLING: westbound to the Fort Snelling wye.
HOPE-W.7th-47 AV.: from E. 4th St. and Atlantic Ave., St.Paul, to 47th Ave. S. and 54th St., Minneapolis (Veterans Hospital wye).

1938

Because of track abandonments and the need to reduce traffic congestion downtown, the HAMLINE-STRYKER line was established October 29th from the remaining portions of the abandoned lines. Apparently other existing lines were re-routed but no details were provided.

1939

The FORT SNELLING-7th-HOPE line was cutback to the Fort Snelling wye August 26th but was restored to 47th Ave. S. and 54th St. November 18th.

December 2nd

A grand re-arrangement of lines went into effect.

HAMLINE-CHEROKEE.

RONDO-STRYKER.

GRAND-MISSISSIPPI: routed via W. 7th St.-4th St.-Broadway St.-Mississippi St..

MARIA-FT.SNELL.-47 AV.: operating over Maria Ave. line, on E. and W. 7th Sts., through Fort Snelling, to 47th Ave. S. and 54th St. in Minneapolis.

1948

Because of track abandonments the DALE-PHALEN line was re-routed April 5th via E. 7th St. and Payne Ave. line track to Forest St. and Maryland Ave., and thence to Phalen Park.

Upon abandonment of additional track on October 30th that line was split up as follows.
DALE ST. line: routed via Dale St.-Grand Ave.-W. 7th St.-4th St.-Broadway St.-5th St.-Rosabel St.-4th St. and return. Destination signs: DALE-MARYLAND and DALE-WHEELOCK.
ST.CLAIR-PAYNE-PHALEN line. Destination signs:
ST.CLAIR-PAYNE-PHALEN: eastbound to Phalen Park.
ST.CLAIR-PAYNE-FOREST: eastbound to Forest St. and Maryland Ave..

1950

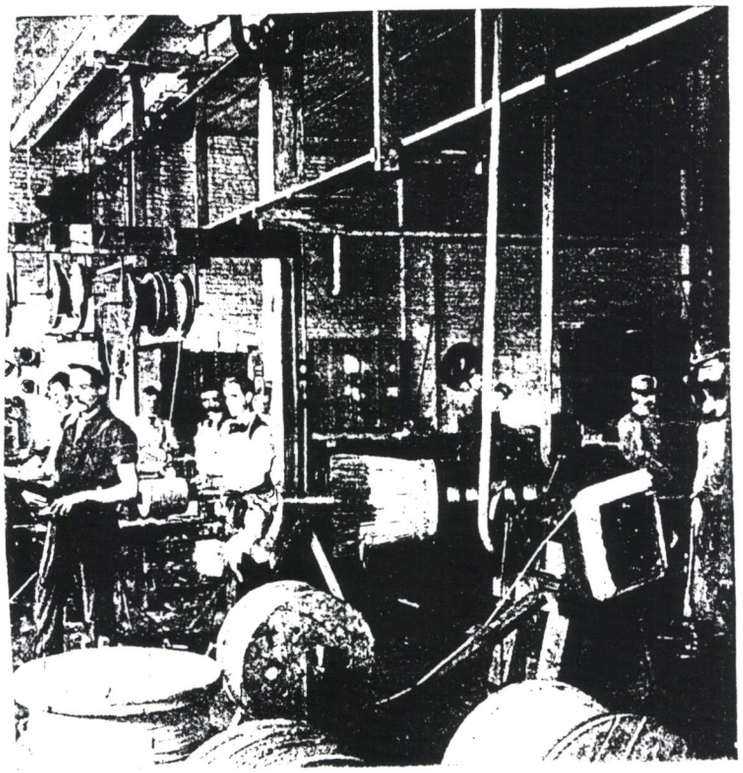
The MARIA-FT. SNELL.-47 AV. line was cutback to the Fort Snelling wye.

1951-1953

Abandonment of the street railway system in its entirety took place during these years to so no attempt has been made to record further route changes.

TRANSFERS. SRJ 2-93

Nearly all the Minneapolis lines converge to one



[redacted]

point, most of the cars passing over the loop, from which point they are dispatched by special agents. Transfers are given on nearly all the lines, and for this purpose agents are stationed at three or four different points for the purpose of issuing transfer tickets. These tickets are punched for the purpose of indicating the day and hour of issue, and are limited to a brief period. At each of the transfer stations small circular booths are erected on the sidewalks near the corner, for the convenience and comfort of the agents. These are provided with a stove,

TRANSFERS (CONT.)

FEB 1893

clock, table and other conveniences, and some of them are occupied by the receivers to whom the conductors make their returns.

The transfer system is very acceptable to the public, and the officers of the company are of the opinion that it is a benefit to the company in the way of increased receipts and satisfactory service.

On the interurban line two fares are charged for through passengers, and on some of the cars a United States mail box is placed in which letters may be deposited, and from which they are collected by the post office employes at stated intervals.

St.PAUL CITY RAILWAY HORSECAR LINES
Compiled from Minneapolis Tribune Articles

10-18-1880: About 9 miles of track; two main lines of about 3 1/2 miles each. (1) From Ann St. on Fort, 3rd, Wabasha, 4th, Sibley, 7th, Willius etc. to Lafayette Ave. The return track being by 8th, Jackson, 4th, and Fort streets. (2) From Ashland Ave. on Western, Nelson and Summit avenues, Wabasha, 4th, Sibley, 7th, Broadway and Mississippi streets to the roundhouse. Return being by Mississippi, Grove, Pearl, Jackson, St.Peter, etc. Double tracks are laid on the same street for only a part of either route, the intention being to make the outbound trip by one route and the inbound trip by another. About 8 minute service.

7-26-1881: Nearly one mile of new track inspected: Rice and Summit to University Avenue.

SRR 6-15-06

A Third Interurban Line Between Minneapolis and St. Paul.

On May 21st the Twin City Rapid Transit Co. began operating cars over a third interurban line between Minneapolis and St. Paul which penetrates the most desirable sections of both cities.

The line, which is practically 13 miles long, will be known as the "Selby Ave.-Lake St." interurban. It runs from Hennepin Ave. and Fifth St., Minneapolis, out Hennepin Ave., to Lake St., thence across Lake St. and the Mississippi River to Marshall Ave., Fairview Ave., Selby Ave. and Fourth St. to Broadway in St. Paul. With the exception of two short blocks on Fairview Ave. it is practically straight from Hennepin Ave. and Lake St., Minneapolis, to the beginning of Fourth St. in St. Paul.

The Lake St. line from Hennepin Ave. to the river was opened last year and a short stretch of track on Marshall Ave., in St. Paul, was built to the river. As soon as the new bridge across the river was built, the two lines were joined. The line will open up a considerable section of the country between the two cities and it is expected that it will greatly benefit Merriam Park, a beautiful new suburb in the western part of St. Paul.

For this line a special equipment was needed because in St. Paul the line follows the steep Selby Hill, which is a 16 per cent grade. To operate cars over this hill, an equalizing device with a counter-weight system is used. Special brake rigging is necessary in order to get the proper clearance.

The cars used on this line are 47 ft. long, 9 ft. 8 in. wide, and seat 52 passengers. They are roomy and comfortable and are the product of the company's own shop.

St.PAUL CITY RAILWAY EARLY ELECTRIC LINES
Compiled from Minneapolis Tribune Articles

3-16-1903: The all-night owl service which has been in operation during the past two weeks, will be made complete tonight, when cars will be put in service on the lines which have been dead during the experimental stage of the service. Cars will run on all lines in St. Paul and Minneapolis tonight. The cars will leave on the even hours as heretofore. The service established two weeks ago will be maintained, the additional service being added to work with this.

Fort Snelling Bridge Is Formally Accepted
Minneapolis Morning Tribune (1909-1922); Jun 20, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

Fort Snelling Bridge Is Formally Accepted

New Structure Spanning Gorge of the Mississippi Meets Specifications.

Cost $250,000 — Through Cars to St. Paul to Begin Running Monday.

The new Fort Snelling bridge across the Mississippi was formally accepted from the contractor by the government officials in charge at 4 o'clock yesterday afternoon, and General Passenger Agent Warnock announced last night that the Twin City lines would begin operating through cars on the new Snelling-Minnehaha interurban line from Hennepin avenue and Fifth street in Minneapolis to East Seventh street, in St. Paul, Monday morning.

The company will equip the line with large, new cars and a 20-minute service will be maintained. The time from Minneapolis to Wabasha and Seventh streets in St. Paul will be 74 minutes; to East Seventh street, 94 minutes.

"Our fourth interurban line," said Mr. Warnock, "will not only afford Twin City people an opportunity to enjoy Fort Snelling in a way they have never been able to enjoy before, but it will offer tourists a splendid sight-seeing line and give them an opportunity of visiting Minnehaha Falls, Soldiers Home, Longfellow gardens, and historic old Fort Snelling—a group of interesting places of which both cities are jointly and justly proud."

The new Fort Snelling bridge is of steel construction with a central pier in the middle and pony trusses at either end. The abutments and pedestals at each end are of concrete and the piers at each end which look like bush-hammered stone are really of concrete and are an unusual piece of work.

The central pier rests on a foundation of piles. The bridge is practically 1,000 feet long and 52 feet wide—40 feet being devoted to a roadway on which double tracks are laid. The pavement is of creosoted block and on each side of the roadway is a sidewalk six feet wide. In the center of the bridge on each side is an observation tower from which foot passengers may be able to enjoy the views afforded from the bridge, which will be handsomely illuminated at night.

The bridge cost practically $250,000, which was borne by the government, the city of St. Paul and the street railway. Construction was started early in the spring of 1906, but on account of high water in the river it was delayed and only a month ago was it finally finished.

In the test given the bridge yesterday afternoon four work cars of the street railway loaded with sand and each weighing 40 tons or 160 tons in all were run out to the center of the bridge and a careful survey made by government officials. The deflection was only 1¼ inches and the government officers in charge unanimously united in saying that this was a remarkable showing and that Uncle Sam could well afford to accept it from Bayne & Hewitt, the bridge contractors who built it. It is estimated that the bridge will last 75 years or more. The men who are responsible for the work outside of the contractors are Major F. R. Shunk, in charge of river and harbor work for this district, and he was assisted by Capt. George W. Freeman, assistant engineer, and Inspector Horace Dunaway, who really had actual charge of the work. L. W. Rundlett, commissioner of public works of St. Paul, and George L. Wilson, engineer maintenance of way of the street railway, were also consulting engineers in the construction of the bridge.

Passengers on the new line will notice that the line makes a detour to connect with the Seventh street line on the St. Paul side. This is only temporary as the line will make a straight cut from the bridge across the marsh to the Seventh street line as soon as the city of St. Paul has graded the street.

In the Fort there is a stub line which will run through the reservation for the accommodation of officers and soldiers, and a convenient "Y" has been placed so that troops may be quickly handled with electric trains from their barracks to either of the cities.

OPERATIONS

ADDENDA

Horsecars, Minneapolis: Minn. Hist. Soc. horsecar photograph dated 1885 (sic); destination sign read: SIXTH ST.-MONROE ST. and EIGHTH AVE.

Horsecars, Minneapolis: Street Railway Journal reported that the last horsecars ran in June, 1891.

Minneapolis 1891: all Oak St. and Como Ave. cars on University Ave. S.E. run to Hawthorne Ave. and Lyndale Ave.. When the Bryn Mawr extension was built in 1892 it ran as a separate line to Hennepin Ave. and Washington Ave. Later the Como Ave. branch line was extended to Bryn Mawr.

Street Railway Review, June 1891, article on the Interurban line. Twelve miles of line. Ten minute headway. Running time 40 to 45 minutes. Average 50 passengers per trip, each way, all day. Eastbound pay enter Minneapolis, pay leave St.Paul; westbound pay enter St.Paul, pay leave Minneapolis. Fare five cents in each city, total fare ten cents.

Miscellaneous notes on Minneapolis lines; no dates except for the first item.
>1892: new 34 ft. Open Cars on the Boulevard Short Line [Lake Harriet line]. On days of light traffic all cars operated over the Boulevard to the East Side Station loop. On days of heavy traffic the 1st Ave. S.-Nicollet Ave.-31st St. route was pressed into service.
>New improvment: the University-Hawthorne-Como Ave. line was extended through to Bryn Mawr as the Como & Bryn Mawr line.
>New line designations:
Lake Harriet & Linden Hills
Bryant Ave. & Lynhurst
>Lake Harriet, Kenwood and Bryn Mawr lines terminated at the 3rd St. and Hennepin Ave. crossover; used double-end vestibuled cars.

Comments by an old motorman who began work in 1893 on Minneapolis lines.
>University-Hawthorne-Oak St. line:
Turntable at Oak St. and Washington Ave. (north of Washington Ave.);
Wye at Hawthorne Ave. and Laurel Ave.
>Como & Bryn Mawr line:
Wye at 15th Ave. S.E. and Como Ave.; wye at Bryn Mawr.
>Lake Harriet line:
To/from crossover at 3rd St. and Hennepin Ave.; used double end cars.

Central-Hennepin & Lake Harriet line, Minneapolis: E. Hennepin Ave. was named Central Ave. at that time. Ran to East Side Station and around the station loop.

St.Paul transfer dated 1892-1893 from a line not stated, to these lines listed:
Lafayette & Rondo
E. 7th Cable
Rice & Concord
Jackson St.
Grand & W. 7th
Interurban
Lexington
Mississippi & Wabasha

List of Minneapolis lines in 1897.
Interurban
Lake Harriet
Monroe & Lyndale
Bryant Ave.
Kenwood
Como Ave.

Oak St. & Bryn Mawr
8th & Central
  8th Ave. S. short line
Western & 2nd St. N.E.
Washburn Pk. & Camden Place
1st Ave. S. & 20th Ave. N.
  1st Ave. S. short line
Plymouth & Bloomington
  Bloomington short line
Cedar & Emerson
  Cedar short line
Minnehaha-Riverside
4th Ave. S. & 6th Ave. N.

St.Paul miscellaneous notes with no dates.
>Como Ave. was a single track extension of the Rice St. line.
>When Como Interurban line is put in operation will abandon the line up Langford Ave. to Hamline Ave., or run only to the bridge over the Great Northern Railway. [1898]
>Smith Ave. & Groveland Park line mentioned.

SIGHTSEER cars were introduced in 1898 [newly built cars 737-738] under the management of G. R. Folds. They ran weekdays from July 23rd thru August 31st, with total receipts of $713.65.

Placing new "large cars" on lines.
>4-19-1900 article said the first lines so equipped were:
  Como-Interurban-Harriet
  8th Ave. S. & Central (Minneapolis)
  Selby Avenue (St.Paul)
  St.Paul & Stillwater
>5-23-1901 "yesterday afternoon": Plymouth & Bloomington line (Minneapolis).
>10-23-1902: Minnehaha Falls line got the 607-626 series cars. Interurban line got new cars from the 900-949 series.
>10-27-1905: last day of single-truck cars on the Bryn Mawr line; the last line to be equpped with the new "large cars". Reference was made to the famous "Minnehaha Windsplitters" with long seats. [732-735]

Grand & Lafayette line, St.Paul 1902-1907:
>eastbound: 7th St.-Wabasha St.-5th St.-Broadway-7th St.
>westbound: 7th St. St.-Broadway-5th St.-Robert St.-7th St.

Selby Avenue short line of the Selby-Lake line looped in downtown St.Paul via 4th St.-Robert St.-5th St.-Wabasha St.-4th St.

Minneapolis 7-24-1904 Sunday (or 7-04-1904 Monday): Kenwood & 8th St. S.E. and Oak & Harriet lines began operation.

Minneapolsi 12-5-1904: 1st Ave. S. end of the 20th Ave. N. line apparently was separated and became part of another line combination not stated.

7-2-1942: Fort Snelling Extension; the normal operating schedule was only from 6:30 to 8:00 a.m. and 4:15 p.m. to 1:00 a.m. Because of wartime demands, on 7-3-1942 service was added between 8:00 a.m. and 4:15 p.m.

As of 1946:
>28th Ave. S.-Robbinsdale line routing thru downtown Minneapolis was: Cedar Ave.-Franklin Ave.-4th Ave. S.-5th St.-1st Ave. N.-Washington Ave. N.- Broadway.
> Selby-Lake short line loop in downtown St.Paul was: 4th St.-Robert St.-5th St.-Wabasha St.-4th St.

3-15-1948, Monday noon, two cars collided head-on on the single track near the Agronomy Building on the UofM Farm Campus. A photograph shows one was a front-exit gate car with badly damaged front end. No injuries to the 8 or 9 persons on one car; the other car was empty.

LINE COMBINATIONS AND DATES
BASED ON TRANSFER COLLECTIONS

While we possess a large collection of transfers, they are not complete for every year thus leaving gaps. Also dates are not always reliable as many times when line combinations were changed the existing supplies of transfers were used up before new transfers were printed. And it appears that once in 1919-1920 new transfers were printed but the change was delayed from 1919 to 1920 so the new transfers were used in 1919.

From 1892 thru 1905 an issuing company name was printed on the transfers. Minneapolis St. Ry. was used for Minneapolis local lines, St.Paul City Ry. for St.Paul local lines, but Twin City Rapid Transit Co. for the Interurban and Como-Interurban lines.

Additional Dates of Operation---Minneapolis

Hennepin Avenue 1892-1893

University & Hawthorne	1893
University & Hawthorne Como Ave.	1895-1896
University & Hawthorne Oak St.	1895-1896

Lake Harriet 1893-1896

Monroe St. / Monroe & Lyndale	1893
Monroe, Lyndale & Bryant	1906-1909
Monroe & Bryant	1911-1918

4th Ave., 3rd St. & 6th Ave. N.	1893
4th Ave. S. & 6th Ave. N.	1894-1894
4th Avenue So. Short Line	1895-1896

Western, Hennepin & 2nd St. N.E.	1893
Western Ave. & 2nd St. N.E.	1894-1918

Washington Ave. N. & Camden Place	1893
Camden Place	1894-1896

20th Ave. N. 1893-1896

Emerson Avenue 1893-1895

Washburn Park 1893-1895

Cedar Ave. 1893-1895

Kenwood 1893

Plymouth Ave. 1893-1896

Bloomington Ave. 1893-1895

Como-Interurban name changed to Como-Harriet 1913

Oak & Xerxes began 1913

It is unclear when the Bryn Mawr & 8th St. S.E. line was changed. The written records are unclear and gaps in the transfer collections and lack of year dates on transfers printed between 1901 and 1906 add to the uncertainty.

Bryn Mawr	1908 onward
Kenwood & 8th St. S.E.	before 1906

Johnson Street 1912

Lake St. Crosstown 1906.

Additional Dates of Operation---St.Paul

Compared with Minneapolis there were very few St.Paul transfers from the early years so no additional information was obtained.

Miscellaneous Notes---Minneapolis

Nicollet-2nd St. N.E.-E. Henn. name was used from 1921-1946. Changed 1947 to:
Nicollet-2nd St. N.E.-N.W.T. (North West Terminal)

Interurban name used from 1890 to 1920. Changed 1921 to:
Minneapolis-St.Paul

Miscellaneous ~~Minneapolis~~ Notes--St.Paul

Separate transfers were often used for short line cars. For example in 1912-1913 separate transfers were used for:
Rice & State
Rice & Concord
South St.Paul

Terminology for the Grand Ave. line:

Groveland Park	1919
Groveland Pk.-Payne Ave.	1920
Payne Ave.	1910-1919
Payne-Groveland	1921-1926

Arcade-Forest 1913

Seventh-Randolph 1920-1921

JUNE 1891

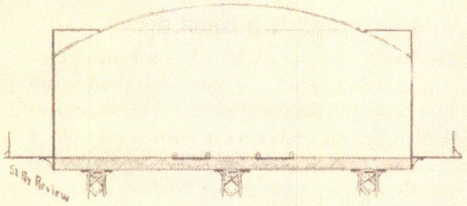
In cases where the horse is unable to stand, it will be needful to insure his safety as far as possible by having him laid in a roomy box stall, and taking precaution that in throwing himself about damage is not sustained. When thus prostrate, it is always advantageous to remove the urine every two or three hours by means of the catheter, by which also the bladder may be washed out with tepid water; it is necessary to assist the animal in attempts to drink every hour or two and obtain a change in position every three or four hours. Following the action of the cathartic and the discontinuance of the fever medicine, small doses of diuretic medicine may be given, such as one-half ounce of nitrate of potash once every day, in drinking water, alternated with some vegetable tonic, as tincture of gentian in half ounce doses three or four times daily. Should there be weakness and want of appetite after the purgative, it is good to allow a stimulant to be given, as alcohol or spirits nitre, in half ounce doses every three or four hours.

When unable to rise after the third day and the appetite is not entirely absent, it is advisable to attempt to raise the animal by appropriate means, such as slings. In the greater number of instances which are not of the worst type, and which do not terminate fatally in a short time, recovery or distinct symptoms of improvement are likely to follow the action of the purgative. During convalescence much care is always needed first to prevent overloading and disturbance of the digestive organs, and by the judicious use of medicine to restore tone and healthy action to the entire system. In conclusion it may be said that prevention is the proper treatment for this disease, by watching the condition of any animal that happens to be off duty, whether to rest or to be treated for some slight lameness, and if he is fat and strong *be sure* and have him gently exercised previous to going to work.

ST. PAUL AND MINNEAPOLIS INTER-URBAN LINE.

ONE of the most delightful electric car rides in the whole country is that to be had on the new Inter-Urban Line connecting St. Paul and Minneapolis. The distance from city to city is about ten miles, but since the opening of the line, residence building has progressed rapidly on both sides the handsome street, in the center of which the tracks are laid, with the trolley wires hung from the cross arms of center poles. These poles are placed between the tracks, leaving a safe distance between them and the body of the car, and as pole after pole stretches out along a hill top, down its side and away across a level stretch, the perspective is pleasing and the whole presents a most attractive picture. In both cities the line starts from business centers, and by an admirable system of transfers a passenger may take any car in one city and be transferred to the Inter-Urban Line. As a point half way between the two cities is approached, the conductor announces the fact and that beyond this point another fare will be collected.

The train crew then turn it over to another driver and other conductors, who set their registers back to zero and commence their run. No time is lost in making this change. Arriving in the other city a transfer is granted to other lines which carry one to any desirable locality. By this arrangement a resident of one city may take a car at his own door and ride to any part of the other for ten cents. Cars run on ten minute headway and the twelve miles is made in from 40 to 45 minutes. Trains consist of two cars each, at present one open and one closed. Under the Minneapolis system all



METHOD OF SUSPENDING TROLLEY WIRES ON VIADUCT.

open cars are guarded with a woven wire guard which extends the entire length of the car on both sides, the passengers entering from the rear platform and reaching their seats through a center aisle. All cars are likewise gated on both front and rear platforms on the side next the other track. The traffic on the Inter Urban has been truly wonderful, the cars averaging 50 passengers each way during the entire day.

Along the "Inter" portion of the line the track is laid with 60 pound Illinois Steel Company's iron; and in the "Urban" parts we find the Johnson Company's standard girder.

The line crosses the Mississippi in Minneapolis, on a high, steel arch bridge, over which the cars run at full speed, and the remainder of the trip is a charming variety of gently rising hills, from the top of which may be had fine views of the surrounding country for miles around.

The system of crossing steam railroad tracks is admirable, there being but one grade crossing and that an unimportant one. The steam tracks in Minneapolis are crossed by passing under them, and the large number of tracks which are met before reaching St. Paul, are passed by means of a magnificent viaduct over which the electric cars are run. To avoid using centre poles on this viaduct, which is quite a long one, the wires are sustained by 4 inch gas pipe joined as shown herewith, and springing from the dividing fence which separates the foot passageway from the road. The centre of this arch is fully 30 feet above the rails, and the whole is a very substantial construction. There are no severe grades on the Inter-Urban, but several long ones—however, the time made in climbing them is excellent, and there seemed no difficulty in securing full speed in going two or three car lengths after stopping for passengers at the steepest points. At night, as the gayly lighted train skims along, it is a most fascinating sight, especially late at night, when one misses by a moment the last car, and it sails away in the darkness and you are not in it.

THE INTERUBAN (MINNEAPOLIS-ST.PAUL) LINE

At the time this line was built (1890) Minneapolis and St.Paul were some distance apart with open country between them and it was referred to as "the interurban electric line". Seven-minute headway was provided with running time of 54 minutes to St.Paul and 51 minutes to Minneapolis.

March 1891 issue of "The Electrical Northwest": "It is evident that the various railroad companies running short line trains between St.Paul and Minneapolis are in somewhat of a quandary as to what policy to pursue on account of the great amount of business being done by the interurban electric line, which has greatly reduced the business of the above companies in the passenger traffic between the two cities. As new 30-foot cars are being continually added to the electric line to meet the demands made upon them it is evident that the steam lines will soon find their business far below a paying basis and be compelled to discontinue all but regular through trains."

April 1891 issue of "The Electrical Northwest": "TEN TRAINS STOP! Slowly but surely the interurban electric cars have been undermining the passenger traffic of the short line railroads between Minneapolis and St.Paul. The number of passengers carried by the short line trains has fallen off 50% since the interurban cars were started. The Milwaukee [CM&StP Ry] has been the greatest sufferer. The interurban enters into more direct competition with that line than with the Great Northern as both the Milwaukee and the interurban reach Merriam Park and the more thickly settled portions of the Midway district. The Great Northern still has the traffic to and from St.Anthony Park, Hamline and Como. Shortly after the interurban line started the Milwaukee took off the ticket collectors on the short line trains. The volume of business has so decreased that they were no longer needed. Now it is proposed to reduce train service. Those trains which leave both St.Paul and Minneapolis at 7 and 9 a.m. and 3, 8 and 10 p.m. will be discontinued. The Milwaukee has several through trains which will handle part of the business formerly allotted to the short lines. There will still be a train leaving Minneapolis at 7 a.m. and 3 p.m. and one leaving St.Paul for Minneapolis at 3 p.m. The time of the other through trains will be changed slightly as as to partially supply the loss of the short line trains."

This territory subsequently built up solidly but the name "Interurban" stuck, being used even by the street railway company itself. This line along University Avenue was always regarded by Twin City Rapid Transit Co. as its finest line; it always got the newest cars and many other features not used on other lines. For example the entire length of the line on University Ave. in St.Paul was equipped with concrete safety islands for passenger boarding and alighting.

By 1914 the running time was 50 minutes one way for the 10.36 mile line, with four-minute headway provided all day plus two-minute headway during rush hours. As of October 21, 1947, Snelling Station provided 57 cars for the morning rush hours, 29 cars for mid-day service, 67 cars for the afternoon rush hours, 13 cars for night service, and 2 cars for owl service. East Side, Lake St. and North Side Stations provided 14 extra cars for the morning rush hours and 7 extra cars for the afternoon rush hours.

THE NEW INTERURBAN LINE
Minneapolis Tribune (1867-1908); Jul 1, 1898;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

THE NEW INTERURBAN LINE

Sister Cities of Minneapolis and St. Paul United Still Firmer by a Tie Which Shall Bind Them in a Closer Relationship, and Broaden Each for the Other the Spirit of Friendship and Commerce.

Possibilities of the Future in the Territory Now Opened by a Splendid Traffic Arrangement.

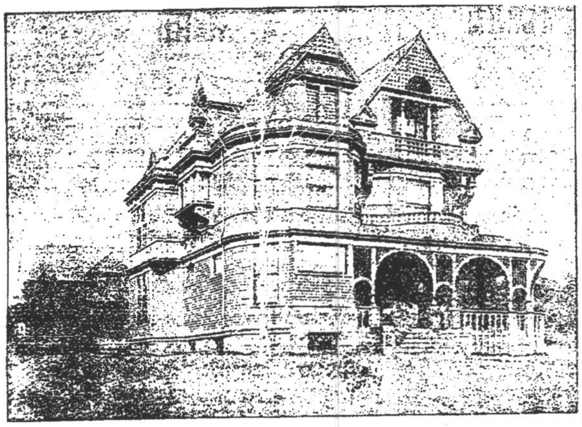
Beginning with today, the Twin Cities have a new tie binding them, their interests and their people together. After no fuss or noise, no sounding of trumpets, no beating of tomtoms, no steam calliope overtures, and after only little more than a month of actual construction work, a new interurban electric line is to be put in operation between Minneapolis and St. Paul today. The first car will be run through this afternoon. The line is substantially built and equipped, and operates through territory new to many of the people of the two cities; and it will be a most important addition to the traveling conveniences of both.

It would be hard to say when the new interurban line was conceived or finally decided upon. The managers of the Twin City Rapid Transit company are ever on the alert to improve the service. If the growth of any particular section of the city seems to justify more cars or closer schedules, the service is improved to that extent; and if a section of the city is built up beyond the street car service, some line is extended to reach the new addition. It is seldom that the people of Minneapolis have had just cause to complain of the insufficiency of the street car service. Beginning with the old-time horse cars, and advancing through the stages of cable and steam power houses, the company now operates every car on its lines by electricity generated by those tireless wheels at the foot of the lowest cataract of St. Anthony falls. And in a few months more, it is hoped, the completion of the dam on the rapids above the city will add still more to the efficiency of the supply of power, and to the street car service generally. What do the people of Minneapolis not owe to the mighty and ceaseless flood of the matchless Mississippi?

* * *

The new interurban route has been described in these columns, but now that the line is completed and in operation, those who would travel over it will be interested in learning just the route they will take. In Minneapolis the cars will circle the city over the same loop followed by the old interurban, on Hennepin avenue to Sixth street, to First avenue, to Washington avenue, to Hennepin, and east on that avenue across the steel arch bridge. Across that bridge is unknown territory to thousands of the people of both cities who are frequent interurban passengers. Nicollet Island, with its busy factories and stores, and its pleasant residence streets and well kept grounds, is to them a strange city; and they know little more of the half of Minneapolis which lives, moves and has its being on the east banks of the river. The new interurban trundles out Central avenue to Fourth street southeast, and then turns into that pretty thoroughfare. The old Oak street and Como cars have used that street for years, and all visitors to the State University have admired the beautiful residences, spacious grounds and cozy homes which abound there. From autumn to spring the street is the home of students. Caps and gowns can be seen almost any hour of the day—or night, and the most wonderfully and fearfully made college yells ever devised have been invented in the room of some 'varsity student in Fourth street. In that same street is Holy Trinity Episcopal church, with its pretty, grassy lawn and ivy-covered walls, and the rectory hard by; it is the oldest church of that denomination in the city. Four blocks further on is the modern style Andrew Presbyterian church, and still further on is Olivet Baptist. It is clearly a street of quiet homes and Christian environment.

At Fifteenth avenue, called Pleasant street, through the University grounds and on south to the river, the Como cars and the new interurban turn to the left. The turn is made high in air on the viaduct over the railroad tracks. Then there is a run of eight blocks to and past pretty little Van Cleve Park. The old Como avenue line ended at the northeast corner of the park, where the cars were turned on a "Y" and started on their return trip. The Minneapolis end of the new interurban line rightly begins where the Como line ends.



RESIDENCE OF W. W. CLARK, 25 LANGFORD PARK PLACE, ST. ANTHONY PARK.

* * *

If the line so far is more or less familiar to Minneapolis people, it is safe to assume that their first ride over the new tracks will take them through unexplored territory. It is still Como avenue, to be sure, but for all practical purposes Como avenue in that part of Minneapolis is a country road. The scene is rural; the suburbanite hoes his garden in peace, and the family cow stands tethered knee deep in the rank prairie grass. At one time some ambitious land owner may have entertained rosy dreams of the future greatness of that part of the city, and he demonstrated the faith that was in him by constructing sidewalks and planting trees along the sides of the street. The sidewalks are out of repair now, and the trees have a ragged looking air of forlornness and neglect. That sort of thing is the rule as far as Twentieth avenue, or to the crossing of the St. Paul & Duluth railroad; then all semblance to such city conveniences as sidewalks, or such luxuries as shade trees, vanish, and one is in the country for sure. Over to the right are the big elevators, and one can see the industrious little switch engines pushing and tugging at strings of grain-laden cars, but all that belongs to Minneapolis as a great grain market, not as a support of an extensive system of street railways.

At Twenty-third avenue, which one may recognize by the weather-beaten sign on the post which marks the corner, and a quarter of a mile to the left, is a cluster of houses, detached and alone, for all the world like some country village taking on corporate airs on the coming of a new railroad. All that is needed to complete the impression is a switch running to a saw mill and a newly built station house and telegraph office. Twenty-fifth avenue is different from the pastures on either side of it only in the wire fences which mark its boundaries. There are no more streets or avenue after that; only pastures for dairy cows, meadows, and potato patches. For a straight half a mile the road runs to the railroad cut-off, passing under the tracks of that line, and then makes a gentle curve to the right through groves of scrub oak and more meadows. On the hills to the left are the Rose Hill nurseries, the first St. Paul business enterprise on the new line.

At the curve east of the cut-off the line strikes a gentle up grade which leads it to the hill-tops of St. Anthony Park. It takes many a curve, some of them quite sharp, to get the line through that pretty town, to the school house, where it connects with the St. Anthony Park terminus of the Hamline line. Since the beginning of this new interurban route the residents of St. Anthony Park have been without other street car service than that afforded by the old interurban, which for many of them is more than a mile away. From St. Anthony Park to Snelling avenue to the southeast corner of the state fair grounds, late Camp Ramsey, all the old rails were torn up and relaid with the new and heavy steel which the new service will require. The Hamline cars now stop at the gates of the fair ground, where they will connect with the new interurban. From St. Anthony Park to Snelling avenue, and on to Como park the right of way is in Langford avenue. East of Snelling Langford has been widened and further improved by several cuts and fills. It is noticeable that from St. Anthony Park to Snelling avenue the company discontinued the use of side poles for the support of the trolley wires, but used the more sightly center poles with cross arms. Nothing common or cheap is allowed within the environs of St. Anthony Park.

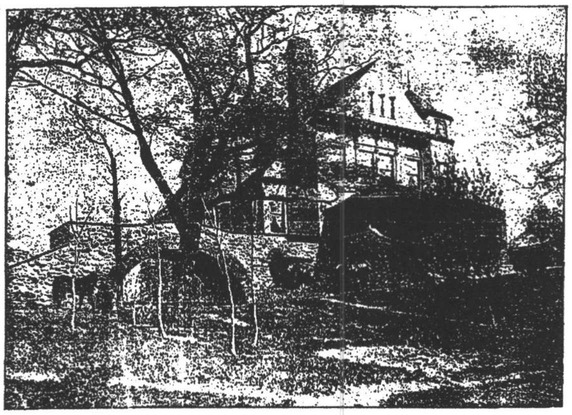
* * *

There is quite a steep grade to climb when Como park is reached, about the only one on the whole line, and after entering the park there are few rods of straight track. The right of way is through the south end of the park and over the oak knobs and across the marshy thickets. A bridge in the park, over a dry gully, was one of the last gaps to be closed this week. Emerging from the corner of the park the line passes the St. Paul workhouse, and a few rods further on connects the Como line of St. Paul with the Como line of Minneapolis. Up to this time there has been an improvement made in the road way of the St. Paul Como line, that and other needed work being left for the construction gangs after the new interurban line is in operation.

* * *

So much for the right of way between the two cities. As a matter of engineering, the line did not present grave difficulties. Most of the way was over streets and roads which needed little in the way of grading, and only in two or three places was it necessary to do much filling or cutting. Yet the line is an easy one, and will be easier to operate than the old. The rails where now tracks were laid are 62 feet long, and weigh 80 pounds to the yard, much better and heavier steel than is laid on many of the steam roads of the country. All the way the tracks are well ballasted with earth and the streets and avenues put in good condition for the ordinary travel. Before the coming of winter the line will be as solid and substantial as it is possible to be made in that length of time.

If the line itself is as good as an electric line can be made to start with, the new equipment will be in keeping with it. Some mention has been made of the new cars which will be operated, but a trip over the line will be necessary to give one a perfect idea of the luxuriousness of a trip to St. Paul by the new interurban. The cars were built at the company's shops in this city, and are superior to any style of car now in use here. They are of the combined summer and winter type; the windows open low, the sash passing downward and out of sight when it is desired to have the windows open. When all the windows are down the cars are practically open cars, while in stormy or cool weather they can be made as comfortable as a closed car. Ten of them will be put in use on the new line, and will be run on a 10-minute schedule. The time between the two cities will be about the same as by the old line, faster time being possible on account of the easier track and fewer stops.



RESIDENCE OF JOSEPH ELSINGER, LANGFORD AVENUE, ST. ANTHONY PARK.

* * *

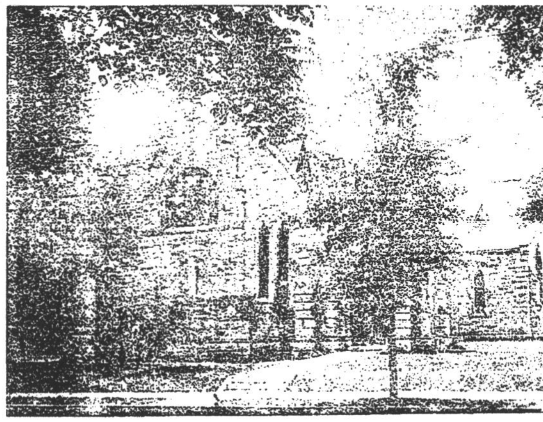
From the company's standpoint patronage for the new line must be the prime motive for its construction. All traffic between Minneapolis and St. Paul can be accommodated by the old line, so the earnings of the new must be gained from extra business along the line. So far as Minneapolis is concerned it must be owned that this city has somewhat the short end of the bargain. As has been shown, the line passes through open country after leaving Como and Twentieth avenues, and not many of the cars will be required to stop for passengers till they reach the summit of St. Anthony Park. And the residents of that little city are nothing if not loyal to their parent city. Still, it is not unreasonable to suppose that the stores of Minneapolis will gain new customers in the women of St. Anthony Park, who are acknowledged to be the best dressed women in either city, and that the wholesalers and jobbers of this city will gain new customers in the merchants who are established in St. Anthony Park. The business is pretty evenly divided now, but local wholesalers have been under the obvious disadvantage of a lack of traveling conveniences. There will be more St. Anthony Park men and women seen in Minneapolis than has been the case hitherto, and the company will profit from the business.

The state experiment farm and the state fair grounds will be sources of considerable revenue to the new line. The former place is well worth a visit to all who take an interest in agricultural affairs. The clean-looking buildings are in plain view of the cars as they leave St. Anthony Park, as are the plats of grain and field crops on the slopes of the hills. Further along on the same side of the road are the buildings of the state fair grounds. There is not much there now, but the place is frequently visited by horsemen who have strings of racers in training on the state fair track. Those who know the ropes out there seldom fail to see pretty sped work by some of the flyers in training.

* * *

Como park is the next and most promising source of revenue for the new interurban. Up to this time Minneapolis people who have visited that charming pleasure ground have been obliged to go by way of St. Paul, a roundabout journey that consumes too much valuable time when one only has a Saturday half holiday. If the old trip took an hour and a half, the new will require about half of that time or less, and the fare will be cut in two as well. There will be plenty of amusement at Como, too. Band concerts, boating, cycling and racing—everything to entice one out of doors. In summer weather the new line should make handsome returns on Como traffic alone.

The town of Como does not offer much in the way of business for Minneapolis, but there will be more from there hereafter than there has been in the past. The business houses of Como are two, by actual count. One of these is a grocery store owned by C. O. Anderson, [illegible] Front street; the other a meat market, just across the way, owned by Fred Hessinger. Further down are five or six business houses, empty and boarded up. Time was when they were filled with activity and congenial spirits, but that was before Como became a dry town. Como is the residence town of the men who work in the Northern Pacific shops, which are close by. It is reasonable to conclude that many of the women of Como will make visits to the Minneapolis stores, now that they have so convenient and pleasant a way of traveling, for the sake of extending their shopping territory, if for nothing else. It will be the fault of Minneapolis merchants if the do not gain customers now that their territory is enlarged.



HOLY TRINITY CHURCH, FOURTH STREET AND FOURTH AVENUE SOUTHEAST, MINNEAPOLIS, ON THE LINE OF THE NEW INTERURBAN.

* * *

Aside from the great convenience this new line will prove to Minneapolis people who wish to visit Como park and the state fair grounds, either in fair time or at any time, the new interurban will be the greatest blessing to St. Anthony Park people. There was a time when no suburb in the vicinity of the Twin Cities had fairer prospects of becoming a popular residence district than that same park. Its location was all that the most exacting could ask. There were hill tops and hill sides, and a wealth of forest trees that no scheme of planting could have matched. Streets were laid out so almost every lot was a corner, and the owner could build his house to obtain any desired exposure or to face as many streets or grassy "places" as his fancy or means allowed. It was a place for the children. There they could run wild all the summer long, and emerge in the fall as brown as berries, and with rosy health that could not be obtained on the narrow confines of city lots. That the Park was making rapid strides in the direction of population is shown by the scores of modern homes which dot the hills and peep out from almost every grove.

The old interurban line was the doom of St. Anthony Park. It may not have been so intended, but results of earthly plans sometimes reach farther than the designers think and desire. Before that interurban line was built St. Anthony Park enjoyed the advantage of half-hourly train service on the Great Northern and the Northern Pacific railroads. The Park dwellers carried monthly commuters' tickets; they met at the trains, went to and from business together, and in every respect put on all the style they were entitled to as residents of the only fashionable suburb of St. Paul. They did not patronize the street cars because they did not have to. The quicker steam cars were good enough for them. The interurban did not get much business from St. Anthony Park, but it got all the business there was to be had between Minneapolis and St. Paul, and when it did that there was nothing for the railroads in running suburban trains. The trains were taken off, and the pretty suburban station at the Park fell into neglect. The Northern Pacific now has four trains a day which stop at St. Anthony Park station, and those are mostly for the accommodation of stockmen who have business at the transfer or at the stockyards. A motherly woman sits in the ticket office and knits to while away the time. Up on the hill the two-story station of the Great Northern road is boarded up and a sign proclaims that it is for rent. The wires still run into the deserted telegraph office, but the keys are still. In more modern and altogether business-like telegraph tower houses are the men who take train orders and work the semaphores. When that stage of St. Anthony Park was reached there was nothing for the property-owners to do but to make the best of it, which was bad enough. The steam roads deserted them for good; the interurban was a mile away, a dreadfully long way on a cold morning or after a deep snow; and the occasional car on the Hamline line, which penetrated as far as the school house, was only an aggravation.

RECEPTION HALL OF RESIDENCE OF W. W. CLARK, ST. ANTHONY PARK.

* * *

Perhaps it would not be fair to speak, excepting in very general terms, of the depreciation in real estate values caused by the change in transportation facilities of St. Anthony Park. The extensive improvements which had been planned or which were under way at the time were either dropped or were finished up in some cheap manner. Corner lots which had been held at thousands dropped to hundreds, and found a flat market at that. Some of them would have been donated gladly to anyone who would have paid the taxes on them. Changes were made, for some of the business men who lived there had to remove to locations where they could reach their places of business without so much delay and inconvenience.

Perhaps, too, it would be unfair to attribute all the distress of St. Anthony Park to the unsatisfactory street car service. Soon after the opening of the interurban line the hard times of '93 settled down on the country like a pall and the man who found himself the owner of real estate, mortgaged for most of the purchase price, knew he had an elephant on his hands. He shared his troubles with other people who had started enterprises while times were good and who saw ruin ahead if times got worse. In those years St. Anthony Park was proud in having in its limits Stryker Seminary, a select boarding school for young women, a fine, large hall filled with the pampered daughters of wealthy parents. But the seminary could not weather the financial storms, and the building is now used for a summer day school or kindergarten. It may never be what it was designed to be, a school home for young women, but if it remains only a kindergarten it will have cause to bless the day when the new interurban was opened through the park. And so it could be told of numerous other enterprises which languished and mourned a cruel fate, and to which the new line will come as an angel with healing in its winds.

The residents of St. Anthony Park are not to be accused of unbecoming conduct if, like the deacon when McKinley was elected, they let out a yell or two of joy when the car of their deliverance appears. They are planning a celebration in honor of the event, but just what turn the affair will be given is not yet decided; fireworks and a general exchange of courtesies between them and the street railway people will be part of the program.

* * *

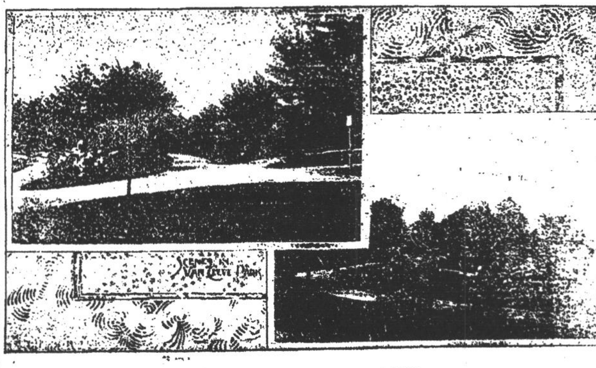
The college town of Hamline will not be in position to reap great benefit from the opening of the new line, although its position will not be made worse by any means. It is about as near the new line as the old and has the same means for reaching it, the Hamline cars and a transfer. If the prospective passenger does not care to wait for the Hamline car he has the privilege of walking the half mile to either interurban line. It will be all the same to the company, and will save a little work in the auditing department.

The village that was never built around the gates of the fair grounds may be one of the possibilities of the future. As the facile Mr. Ward used to remark, "there is fresh air enough there for a town twice as large," and there is a school house big enough for a town of a thousand inhabitants. A school house that could accommodate 200 pupils in the district that can count up only 23, big and little, forms a story of towering ambition hard to match in the annals of any quiet neighborhood. If that school house is allowed to remain empty after the new line is in operation the people of St. Paul are open to grave suspicions of unpatriotic conduct.

* * *

Congratulations are due the Twin City Rapid Transit company for its enterprise in establishing this new interurban service. It is somewhat of a speculative enterprise at that. While the old line was congested to a large extent it could have been made to do all the business for years to come, and there would have been no danger of any competing line entering the field. The company has simply established another line, trusting to the advantages it offers and to the building up of the territory along its route for the patronage which will make it profitable. If the line is profitable it will mean that Minneapolis is growing as a city.

The cost of building and equipping the new line was close to $200,000.



ON THE NEW INTERURBAN LINE

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NEW STREET CAR SCHEDULE
Minneapolis Tribune (1867-1908); Dec 4, 1901;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

NEW STREET CAR SCHEDULE

Demand for Quicker Service Causes Officials to Re-Arrange Running Time.

Everyone Wants Big Cars, But All Cannot Ride in Them at Present.

Anxious to please the fickle public the officials of the Twin City Rapid Transit company have again endeavored to accommodate its patrons. The schedule has been rearranged so as to accommodate the crowds at all hours. Extra service has been granted during rush hours.

One reason for the crowded condition of cars lately is the marked preference of the public for the large cars. But if patrons will not show too great a preference, and will consent to ride in the old time cars, matters will be satisfactorily arranged.

Vice President Goodrich and General Manager Hield both stated yesterday that the company had not sufficient equipment of large cars to accommodate the travel. However, the new cars were being turned out as rapidly as possible. Each of these splendid vehicles represents the equivalent of $6,000.

New Schedule Arranged.

For the present the small cars will have to make up the deficit, but the company is willing to do what is right and accordingly the new schedule for the different lines has been arranged as follows:

Old Interurban Line—Five-minute service during the busy hours of the day; four-minute service in the rush hour around 6 o'clock.

Como-Harriet—Fifteen-minute service until 8 p. m.; twenty-minute service after that hour.

Local Hennepin Avenue Lines between Thirty-first Street and Lown Town—Seven and a half minute service for an hour and a half in the morning, from 7:18 until 8:52 a. m. In addition, an extra car will leave Thirty-first street directly in front of the through cars at 7:20 and 7:45 a. m.

In the afternoon the Hennepin avenue cars leaving down town will pass Washington avenue every seven and a half minutes after 4:45 and until 8 o'clock p. m. Leaving Thirty-first street extras will leave down ahead of the regular cars from 5:45 until 6:15.

Bryn Mawr and Eighth Street Southeast—Fifteen-minute service up to 8 p. m.; 20-minute service after that hour.

Oak Street and Kenwood—Fifteen-minute service up to 8 o'clock; every 20 minutes thereafter.

Monroe and Lyndale.

Monroe and Lyndale—Fifteen minutes to 8 p. m., and 20 minutes thereafter, with a short line service on Lyndale avenue from 7:15 to 7:45 a. m., and a seven and a half minute service from 5:20 until 6:50 p. m.

Eighth and Central—Ten-minute service to 8 a. m.; 15-minute service thereafter, and short line from 7:15 until 9 o'clock, making a five-minute headway on Chicago avenue from Twenty-ninth street from 11:45 a. m. to 2:15 p. m. and from 4:45 to 8 o'clock p. m. On the long line two extras will leave down town going in each direction during the rush hour. There will also be two extra cars on the short line during the morning and evening rush hours.

Minnehaha—Fifteen minutes to 8 o'clock; every half hour thereafter.

Riverside—Seven and a half minutes service from 6 to 8 a. m., and from 5 to 8 p. m. Fifteen-minute service after 8 p. m., alternating with the Minnehaha car; two extras between 6:20 and 7:10 a. m., and from 5 to 6:15 p. m.

Cedar and Riverside—Fifteen minutes to 8 o'clock; 20 minutes thereafter; with an extra on Riverside [illegible] and a short line [illegible] Riverside. There will be a through service of seven and a half minutes between 6 and 7:20 a. m. and between 4:50 and 6:20 p. m.

Bloomington Avenue.

Bloomington Avenue—Seven and a half minutes to 5 a. m.; ten minutes to 5 p. m.; seven and a half minutes to 6:40; ten minutes to 8 p. m., and 20 minutes thereafter.

Plymouth Avenue—Fifteen-minute service to 8 a. m.; 20-minute service to 5 p. m.; 15 to 6:20; 20 from then on. In addition the Bloomington line gets two extras in the morning and three at night around 6 o'clock.

Fourth Avenue South and Sixth Avenue North—Fifteen-minute service all day; one more extra (large car) around 6 o'clock; short line on Fourth avenue with seven and a half minute service from 6:30 to 7:30 a. m.; five minutes from 7:30 to 8:30; seven and a half minutes to 5 p. m.; five minutes to 6:30 p. m.; seven and a half minutes to 8 o'clock.

First Avenue South Lines—On First avenue and Twentieth avenue north 12 minutes until 8 a. m.; 15 until 4 p. m.; 12 to 7 p. m.; 15 to 8 p. m.; 20 to 11 p. m.; and every 20 minutes until the cars stop running. There will be two extras at 8 a. m. and two at 6 p. m.

Washburn Park and Camden Place—Duplicate of First and Twentieth avenue schedule, with an extra to Camden Place at 6 p. m., and short line service to Thirty-first street. There will be a three-minute service from 7:20 to 8:40 a. m., and from 11:50 to 12:10 at noon, and from 4:50 to 6:40 p. m. Six extras will be run between 1:20 and 2:15 p. m., and between 7:25 and 7:50 p. m., to handle the theater crowds.

MPLS TRIBUNE 3-18-1901

W. J. Hield, general manager of the Twin City Rapid Transit company, had an interesting session with the council committee on railroads yesterday afternoon.

The committee ordered him to put big cars on the Bloomington avenue line, and to decrease the time limit between the cars on the Western avenue and Second street northeast; on the Lyndale avenue and Monroe street, and on the Hennepin avenue to Thirty-first street lines.

And then, when he suavely told the committee he would find it impossible to do these things because the company had not the cars wherewith to do them, the committee very carefully explained that it did *not really mean it, but that the orders* issued to him by the city council merely meant that it would like to have him do things as soon as he could.

MAKES AN EXPLANATION.

Then the genial manager entered into an explanation of how some things were done, and why some things are not done.

"I don't know that the information will interest you," said Mr. Hield, "but it is a fact that every big car that rolls by this city hall represents $6,000 in cold cash, and we have to stop and think some before we build a flock of them.

"But there are now over 100 car bodies lying in the shops, where they have been waiting, some of them 90 days, for the motors and trucks, which have just begun to arrive this morning.

"As soon as these big cars are mounted they will be put out; but I cannot promise that they will be put on the Bloomington avenue line, for I don't know where they will go, and as for increasing the number of cars on the other lines, I could not do it at this time if you had a warrant out for me, because we are using every bit of rolling stock we have.

TREATED PRETTY NICE.

"And at that Minneapolis is being better treated than St. Paul, which has but one well equipped line, the Selby, while Minneapolis has the Camden Place-Washburn Park, the Eighth and Central, and the Hennepin and Twentieth lines of big cars, to say nothing of the two interurban lines. And all the 100 big cars waiting for wheels and motors will be used in Minneapolis.

"But it will be 60 days before any change for the better is made, and I agree with you that at certain times in the day the cars on some lines are greatly congested, but we are just as anxious to overcome this difficulty as you are."

the time to Upper Lake points 20 minutes each way over any previous time made. The entire right of way from 34th St. to Excelsior is brilliantly illuminated at night with electric arc lamps placed 400 feet apart, thus making possible a high rate of speed with perfect safety.

A single cash fare from Minneapolis to Excelsior is 25 cents. Twenty-five ride commutation tickets good for bearer are sold for $4.50, making an 18-cent fare one way. Transfers are issued at Excelsior, Wildhurst and Deephaven to the Express Boats on these tickets for any regular stopping place on the Lake.

Summed up, the Electric Railroad from Minneapolis to Lake Minnetonka reduces the running time, provides the Lake dwellers safe and comfortable rides and, with the addition of the transfer privilege to the Express Boats, lands Lake residents almost at their own doors. It has greatly enhanced the value of Lake Minnetonka property and in every way added to the comfort and enjoyment of living at the Lake during the Summer months. The electric service has also stimulated traffic on the part of many who were never before disposed to visit Minnesota's most beautiful Lake.

Note—See map of Lake Minnetonka on page 23, showing routes of Express Boats, location of Big Island Park, as well as Electric Lines to Deephaven, Excelsior and Tonka Bay. See also pages 15 and 19 for illustrations.

ADVANTAGES OF THE LOOP

Some criticism has been heard of the action of the City Council in granting the Minneapolis Street Railway the additional Loop privileges in the Down-town Business District in December, 1904. It is only fair, therefore, that one article in this series should be devoted to this subject.

It had been apparent to the Company for a long time that on account of congestion it would be impossible to handle the increase in traffic in the Down-town District over the old Loop via Washington Ave., Hennepin Ave., 6th St. and 1st Ave. S.

After trying every possible means of giving the public satisfactory service in the old Loop, the Company laid the problem before the City Council. Various plans were considered and finally the new Loops were agreed upon and the Company was ordered to construct tracks on the following streets:

On 5th St. from Hennepin Ave. to 4th Ave. S.
On 2nd Ave. S. from Washington Ave. to 6th St.
On 4th Ave. S. from Washington Ave. to 3rd St.
On 1st Ave. N. from Washington Ave. to 5th St.
On 3rd St. from Hennepin Ave. to 1st Ave. N.

On May 26, 1905, the City Council also directed the Company to construct tracks:

On 1st Ave. N. from 5th St. to 7th St.
On 6th St. from Henenpin Ave. to 1st Ave. N.

It may be stated that 90 per cent. of the abutting property owners on these streets petitioned the City Council for the construcion of the tracks.

The routing of the cars was changed so as to distribute them on various streets in a manner which would relieve, to the greatest possible extent during rush hours, the congestion in the Down-town District.

It has been said that immediately on the passage of the resolution and based on the authority to build these tracks, the Company issued and sold five million dollars in securities. Nothing could be more misleading or unfair, as the Company constructed the tracks forming this Loop solely for the purpose of improving the service, and without increasing the earning capacity of the system one dollar. Bonds were issued for 90 per cent. of the actual cost of construction as provided for in the Mortgage or Trust Deed securing the Company's bonds and in exactly the same manner as bonds are authorized for any new construction.

This Loop has increased the value of real estate on the streets where the tracks were laid, made more streets available for retail mercantile establishments and, in general, helped solve the vexing problem of taking care of the traffic in the most efficient manner possible.

The chart on the opposite page illustrates the evolution of Street Car Loops in Minneapolis.

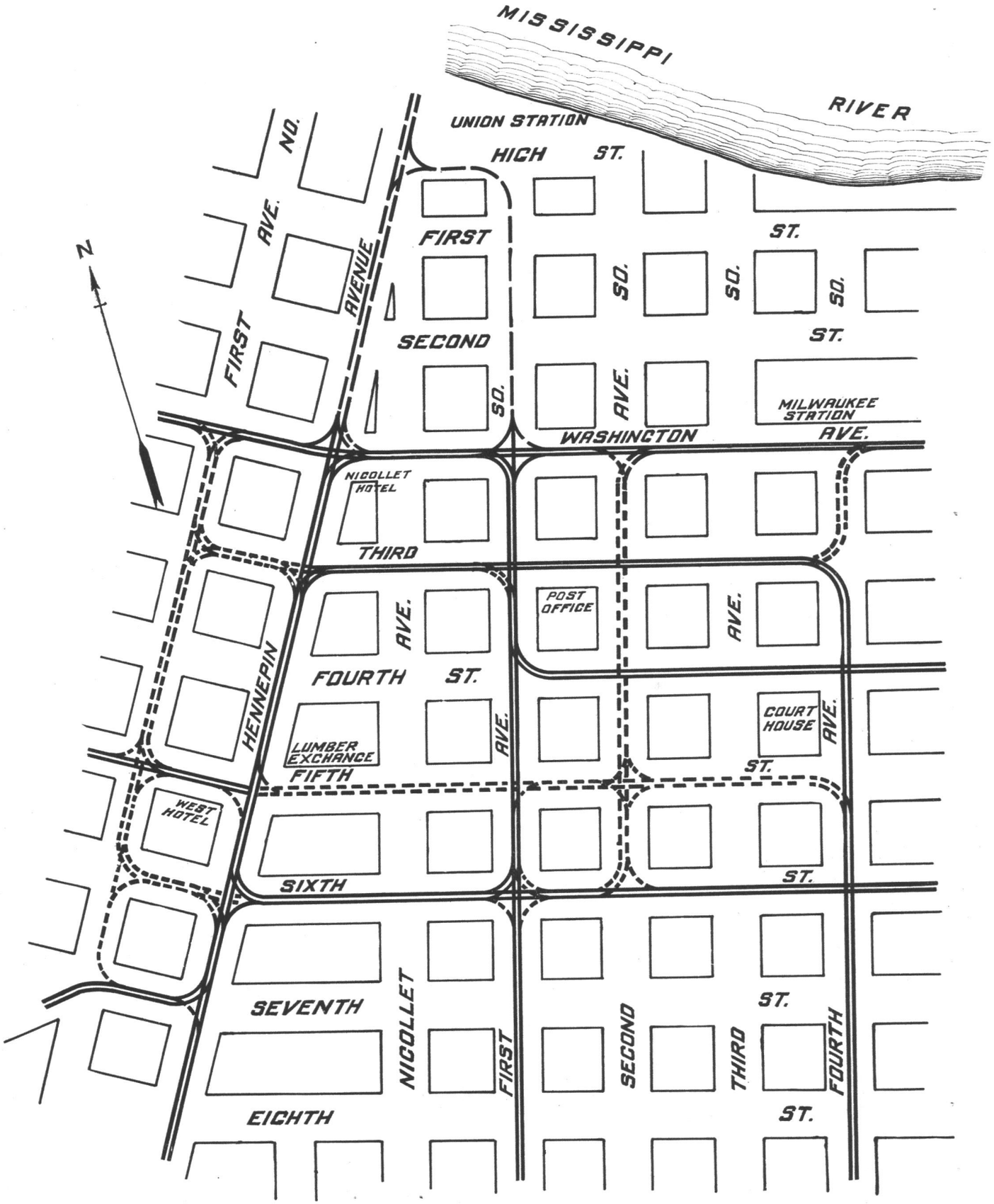
From the Electrification of the system in 1890 to 1894, the Loop used was:

1st Ave. S., High St., Hennepin Ave., Washington Ave.

From 1894 to 1905, the Loop was the above with the additional Loop on Washington Ave., Hennepin Ave., 6th St., 1st Ave. S.

At the present time all the tracks shown in the chart are used.

"THE LOOPS"


MISSISSIPPI
RIVER
UNION STATION
HIGH ST.
NO. AVE.
FIRST AVENUE
FIRST
SECOND
SO. ST.
SO. ST.
SO. ST.
SO. AVE.
MILWAUKEE STATION
WASHINGTON AVE.
NICOLLET HOTEL
THIRD
POST OFFICE
AVE.
AVE.
FOURTH ST.
HENNEPIN
LUMBER EXCHANGE
AVE.
COURT HOUSE
AVE.
FIFTH ST.
WEST HOTEL
SIXTH ST.
SEVENTH
NICOLLET
FIRST
SECOND
THIRD
FOURTH
ST.
EIGHTH ST.
N

Office DEPOT.

Minneapolis Tribune (1867-1908); Jul 23, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 19

CITY NEWS

WILL USE NEW TRACKS

STREET RAILWAY ANNOUNCES CHANGE OF ROUTES.

Cedar and Emerson Cars Beginning Today Will Traverse Third Street —Fourth Avenue South and Sixth Avenue North Traverse Fifth.

The Twin City Rapid Transit company has at last given an intimation of the manner in which cars will be operated on the new system of loops in the downtown district. What with a new line on First avenue north from Washington to Fifth street, another on Second avenue south from Washington to Sixth street, and a line from Fourth avenue south to Hennepin on Fifth street, a series of combinations are possible that would shame the 15-puzzle.

The company is not yet prepared to say how all the cars will utilize the new loops, but announcement is made of the first changes in the complete rearrangement which is shortly to follow. Beginning Sunday morning, the Fourth avenue south and Sixth avenue north line will be operated by way of Fifth street to Hennepin avenue. That is, cars coming down Fourth avenue south will turn north on Fifth street, instead of going down to Third street, as at present. Returning, the cars will follow the Fifth street route.

The Fourth avenue short line cars will also be operated by way of Fifth street, but will run on to First avenue north, returning by the same route.

The Cedar and Emerson line will come up Washington to Fourth avenue south, thence to Third street, to First avenue north, to Washington, thence north on Washington. The return will be made over the same route.

Changes affecting other lines will be announced later.

The new South St. Paul line of the Twin City Rapid Transit company, which has been under construction for sixty days, is completed. The operation of cars began yesterday morning.

This line is about six miles in length, and is a continuation of the Rice and Concord line, and is operated in connection with that line.

The line crosses the Robert street bridge and has been eagerly awaited by the residents of South St. Paul.

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mpls Tribune 9-12-1905

CARS WILL TAKE OLD ROUTE

Fourth Avenue Route to Circle Court House.

There is no doubt but that the old service on the Fourth avenue south line, which has been ordered resumed by the city council, will be made effective by the Twin City Rapid Transit company in a few days.

The old service, as every one knows, was on Fourth avenue to Third street and thence to Hennepin instead of turning on Fifth street as the arrangement is at present.

It is clearly the duty of the street railway people to restore the service, as ordered by the council, and this will unquestionably be done unless the court intervenes to stop them.

Minneapolis Morning Tribune (1909-1922); Apr 30, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 11

'Loop' Is Abandoned in the New Routing

Congestion at Washington and Hennepin and on Latter Eliminated.

Company Announces Score of Changes in Operation of Cars.

Aims for "Through Service" on All Its Leading Lines.

Previous announcements in The Tribune to the effect that the Twin City Rapid Transit company was taking steps looking to the elimination of the loop system in Minneapolis, is verified by the schedule of changes to be made in the operation of cars on the various city lines, some of them to take effect Monday next and others to follow as soon as new tracks can be laid.

Officials of the company said the city had grown to such proportions that the loop system was resulting in congestion and loss of time, besides making the various car routes unintelligible to strangers. They say the new routes mapped out will not be permanent, for more changes in an effort to use the "through system" will have to be adopted at some future time in order to perfect operation.

The present plans decided upon will make straight running for most of the lines excepting those that run north. Straightaway lines cannot be arranged for them until the routes of new cross lines can be decided upon south of Hennepin avenue.

List of the Changes.

Beginning Monday next, a number of important changes will go into effect, as follows:

Interurban Line—Cars will run on Washington avenue, to Second avenue south, to Sixth street, to First avenue north, where they will "Y" and return to St. Paul via same route.

Snelling-Minnehaha Falls, Washington and Riverside Lines—Cars will run on Washington avenue to Fourth avenue south, to Third street, to First avenue north, where they will "Y" and return via same route.

Fourth Avenue South to Lake Street—Cars will run on Fourth avenue south to Fifth street, to First avenue north, where they will "Y" and return via same route.

Lyndale and Grand—Cars will run on Hennepin avenue to Third street, to First avenue north, to Fifth street, to Hennepin avenue, and thence return via present route.

Bryn Mawr—Cars will run on Hennepin avenue to Third street, to First avenue north, to Fifth street, to Hennepin avenue, returning via same route.

Other Changes to Follow.

The foregoing are the changes, and all that will go into effect Monday next. People who wish to be sure not to miss their cars should cut out this list for reference. The changes to be made shortly, notice of which will be given from time to time as they are made, follow:

Washburn Park and Columbia Heights Line—Cars will run from Fiftieth street and Nicollet avenue on Nicollet and First avenue south, to union station, over to Hennepin avenue, cross bridge to Central avenue, to Columbia Heights via Central avenue.

First Avenue South and Central Line—Cars will run from Thirty-eighth street and Nicollet via same route as above only as far as Central and Twenty-ninth avenue northeast.

First Avenue South to Thirty-first Street—Cars will run from Thirty-first street and Nicollet to union station, where they will "Y" and return via same route.

Eighth Avenue South and Emerson Line—Cars will run from Forty-sixth street and Eighth avenue south, on Eighth avenue south and Sixth street, to First avenue north to Washington avenue, to Twentieth avenue north, to Emerson avenue, to Thirty-sixth and Fremont avenues.

Eighth Avenue South and Twentieth Avenue North Line—Cars will run from Thirty-eighth street and Eighth avenue south, on Eighth avenue south and Sixth street, to First avenue north, to Washington avenue, to Twentieth avenue north, to Thirty-second and Penn avenue.

Cedar and Camden Line—Cars will run from Cedar avenue and Thirty-fourth street, to Washington avenue, to Forty-second avenue north, Camden place.

The changes are designed to prevent congestion at Hennepin and Washington avenues as well as on Hennepin between the Union station and Sixth street. Cars will be run on closer schedule and a better service generally can be given.

There will be more business streets evenly tapped by lines which will even up the advantages of car service and make all business locations on the streets and avenues downtown nearly equal.

It is admitted that at first there will be some complaints. The routing of the Eighth and Emerson and Eighth and Twentieth will not be accepted at once by the people of either district. There will be great confusion for a time in catching owl cars, until plans are arranged for a stopping place for them and the public gets familiar with the operation. But officials explain it is a move towards a metropolitan system which, while it requires the use of more transfers, gets quicker service by reducing distances.

NEW CARS FOR EIGHTH AVENUE

Fifteen of Recently Built Trolleys to Go in Service.

Officials of the Twin City Rapid Transit company have announced that the first 15 of the new cars being built at the company's shops are going to the Lake street station and will operate on the Eighth avenue line. The first 11 will be used to entirely fill the day schedule of the Eighth and Emerson line. The other four will be placed on the Eighth avenue south and Twentieth avenue north day schedule. 2-9-1912

Minneapolis Morning Tribune (1909-1922); Oct 29, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

"U" Trolley Ready Monday

Inter-Campus Line About Completed—Freight Motor to Be Maroon-Hued.

Service on the University Trolley Line between the two campuses will begin Monday, according to University authorities. The University Farm end of the line has been completed for some time and the Main Campus end is being finished now.

Passenger cars running between the campuses will be marked "Inter-Campus," but otherwise will look like other cars of the Minneapolis Street Railway Company. It is planned to operate two cars regularly, giving a 10-minute service from either campus, but the number of cars will depend on the traffic. The motor owned by the University which will be used to haul freight from the Belt Line Railway to either campus will be painted in maroon and will bear on each side a large crest of the University in maroon and gold.

A committee of the faculty has been named to study means of closer coordination of courses offered on the two campuses, made possible by the improved method of communication.

Minneapolis Morning Tribune (1909-1922); Nov 16, 1919;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. A1

Clure Answers Charge Trolleys Favor St. Paul

Assertion, If True, Argues for Service at Cost, He Declares.

Gives Figures on Mileage and Car Schedules in Two Cities.

Replying last night to charges by George B. Leonard, attorney for the Trades and Labor Assembly, that the Minneapolis Street Railway company failed to give Minneapolis service and extensions proportionate to the service given St. Paul by the St. Paul City Railway company, W. O. Clure, assistant passenger agent for the Minneapolis company, went into detail concerning the financing of the two companies, and declared that the service given Minneapolis was proportionate on a basis of population and track mileage.

"Even if it were true that St. Paul is being favored at the expense of Minneapolis," said Mr. Clure, "it could have only one possible bearing on the franchise—to emphasize the fact that the service-at-cost ordinance absolutely and completely divorces the Minneapolis system from the St. Paul system and limits the company to earnings on the fixed value of the Minneapolis property.

Minneapolis Earnings Heavier.

"That the earnings of the Minneapolis property have been larger than those of the St. Paul property always has been a matter of common public knowledge. This is due to the proportionately heavier operating expense in St. Paul, owing to the distances covered and topography of the territory, and to the further fact that the people of Minneapolis patronize the street cars more freely and for shorter rides than do the people of St. Paul.

"Concerning mileage and service, the records show that although St. Paul embraces more territory than does Minneapolis, still Minneapolis has 31 separate and distinct lines to St. Paul's 23; that the purely local lines in Minneapolis amount to 112.4 miles, while the same kind of lines in St. Paul amount to 80.5 miles. This mileage is for lines, not miles of tracks.

"A considerable portion of the mileage in St. Paul was made necessary by the fact that the distance from the loop in St. Paul to the Minneapolis city limits is much greater than from the Minneapolis loop to the same point. The distance from the Minneapolis loop to the city limits on the Interurban line is 3.5 miles, while the distance from the city limits to the St. Paul loop is 6.4 miles," Mr. Clure said.

Neutral Zone Two Miles Wide.

The neutral zone between the two cities, entirely within the city limits of St. Paul, averaged nearly two miles for each of the four Interurban lines.

Mr. Clure said that evidence that the company renders just proportionate service to care for the difference in population and patronage in the two cities could be found in the fact that last year 15,829,868 car miles were operated in Minneapolis as against 11,708,-186 car miles in St. Paul.

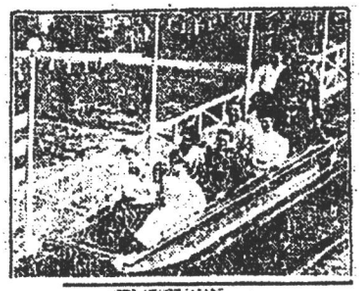
"The longer interurban mileage is included in the St. Paul figure," Mr. Clure added. "At the present time the regular all-day schedule of cars, both local and interurban, is 220 for Minneapolis and 155 for St. Paul. During the rush hour 337 additional cars are operated in Minneapolis and 158 in St. Paul. An examination of the time schedules will show there is practically this same difference in the frequency of cars on the various lines."

Minneapolis Tribune (1867-1908); Sep 3, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 17

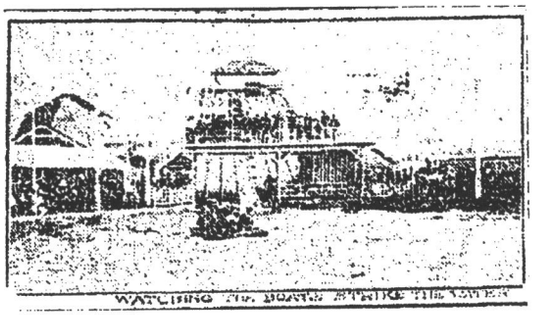
SHOOTING THE WONDERLAND CHUTES

All Sorts of Fun Going On Afternoon and Evening at the Big Amusement Park—Beautiful Scene at Night When 25,000 Incandescent Lights Outline Buildings and Pleasure Devices.

THE START



ON THE WAY



WATCHING THE BOATS STRIKE THE WATER

Wonderland will provide an especially strong program of free attractions this coming week, in honor of State Fair visitors.

There will be a sensational aerial casting and return act, a slide for life made by a woman down a cable across the grounds from a height of 100 feet, and Peter Lind's high dive into the lagoon. These acts, supplemented by band concerts and displays of Rain's fireworks, will furnish very attractive entertainments in themselves.

What will be real attraction to out-of-town visitors will be the regular park features, nearly all of which are new to this section of the country. The park at night, ablaze with 25,000 incandescent lights, 50 arc lights and a searchlight, presents a brilliant scene.

An electric tower, studded with 7,000 incandescents, stands 120 feet high. An airship swing, 85 feet high, has a thousand lights which whirl about in a wide circle. The lagoon in the center of the grounds is festooned with lights, while the 20 odd buildings on the grounds are all outlined with incandescents.

The scenic railway is one of the finest in the country, carrying passengers on an undulating track high in the air, and in the course of its travels taking them through a scenic tunnel. The airship swing gives a very close approach to the sensation of aerial navigation. People in cars are whirled 50 feet in the air in a wide orbit at a rate that exceeds the speed of the fastest express train.

The chutes, depicted in the accompanying illustration, give a sensational ride down a steep incline in boats, which strike the water of the lagoon with a force that sends them in the air in a series of skips across the water. The old mill affords a ride along the subterranean canal that is lined with realistic scenic representations of different climes. The infant incubator exhibit is one of the best ever made in this country. Twelve babies, whose lives might be otherwise despaired of, are being reared by means of a mechanical mother.

Then there are such diversions as a house of nonsense, myth city, crystal maze, laughing gallery, and the device known as bumping the bumps, a fairy theater, presenting a remarkable pantomimic illusion, a splendid carrousel and a dozen or so minor features make up a list of attractions that are in the main almost curiosities.

All these are arranged compactly about a broad promenade called the Bowery. Flower beds, patches of green sward here and there, and other ornamental effects are secured by the artistic arrangement of the grounds. On a night when the promenades are crowded with pleasure-seekers and the various amusement devices are in operation, Wonderland presents a sight that might be likened to a glimpse of Fairyland.

There are accommodations for the entertainment of 50,000 people. On Tribune day 45,000 people visited the park without overcrowding.

Wonderland Park
May, 1905–1911

31st Ave. S. and Lake St.: 10 acre site. Beacon tower 120 ft. high, 4,000 bulbs, marine projector beacon. Unprofitable season 1911. After the end of the season it was sold to a developer who razed the buildings and constructed houses.

Minneapolis Morning Tribune (1909-1922); May 15, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 19

City Lines Open to Suburban Railways

Street Railway Company Denies Trying to Block Interurban Plans.

Neither Minneapolis nor St. Paul will lose the benefit of any interurban electric line, already constructed or proposed, through the refusal of the Twin City Rapid Transit lines to make connections or allow joint operating privileges, if the lines from outside the city will meet reasonable requirements.

This statement of the policy of the street railway company was made yesterday by officials who stated that this has always been the policy of that company and that there is no occasion for surprise that the same offer was made Thursday to the Minneapolis, Anoka & Cuyuna Range railway company.

Safety Equipment Must be Same.

"As long ago as May, 1911, we took up the matter with the St. Paul & Southern," was the statement made yesterday, "and our files show a tentative proposition made at that time to allow the cars of that line to enter St. Paul over our tracks upon the same terms which we made Thursday to the Anoka line."

The requirements of the street railway company may be summarized in a general way under five heads.

1. The equipment of the interurban line must conform to that of the street railway company so far as the requirements of safety are concerned. This takes in the heighth of bumpers, ability of cars to clear on curves and other mechanical features.
2. Interurban cars must not disarrange local schedules. This would amount to discommoding the comparatively few at the expense of the many.
3. Equitable charges for use of tracks and power.
4. Equitable division of interurban receipts on account of carrying passengers over the tracks of the street railway company from outside the city.
5. An adequate bond to protect the public and the local company against accidents and personal injury claims.

Transportation of freight is prohibited in the charter of the street railway company. In the case of the Dan Patch line, the local company waived any objection on their part to that line transporting freight over the city lines if the council would agree. This the council refused to do.

The position of the street railway company is that these requirements are reasonable, are fair to that company and the public and are not burdensome to the interurban lines.

Aside from the Minnetonka and Stillwater lines, the street railway company has not felt justified in extending its own lines into interurban territory, as there has been grave doubt as to the profit of the venture, but it was stated this morning by high officials of the company that at no time has the company attempted to put obstacles in the way of interurban projects further than to demand reasonable safeguards for itself and the traveling public, inside the city limits as well as outside.

The Anoka line has the street railway proposition under consideration. This line will also probably electrify its entire line and an extension into the Cuyuna range country is contemplated. The shops at Anoka will also be enlarged within a short time.

E17413

THE INTER-CAMPUS CAR LINE

The inter-campus car line was established in 1914 for the purpose of facilitating transportation between the Main campus and the Farm campus. Only students, faculty, and employees of the University are supposed to ride this car. The reason which justified the establishment of this service was to eliminate the duplication of classes and faculty on the two campuses. The inter-campus car line makes it possible for students living on either campus to take classes on both campuses.

Students who have classes on both campuses are issued passes which permit them to ride free of charge. These passes are issued at the University Post Office on the Main campus and at the Registrar's office on the Farm campus. The students are required to present their fee statements to show that they do have classes on both campuses. Faculty members and employees who ride the car are sold tickets at the rate of 25 rides for $1.00. These tickets are sold at the Bursar's office. The conductor on each car keeps a daily record of the number of passengers who have passes, the number who have tickets, and the number who pay cash or token fares on each trip, and these records are submitted as reports to the office of the Service Enterprises. These reports show that during the past year there were 690,000 individual trips taken on this line, which is an average of 2413 passengers a day.

The first car leaves the Main campus at 7:20 and the Farm campus at 7:35 in the morning, and the last car leaves the Main campus at 6:10 and the Farm campus at 6:25 in the evening, on five days of the week during the fall, winter and spring quarters. A car arrives at each campus every 15 minutes, and one leaves every 15 minutes on those days. Cars run on the regular morning schedule on Saturday mornings during this time. On

Saturday afternoons, the days during the Christmas and spring vacations, and during the summer, only one car is used, and it runs on a half-hour schedule. The schedule for this service was drawn up in the office of the Director of Service Enterprises, and it has been arranged to integrate the class schedules on the two campuses so that students who have classes on both campuses lose the minimum of time in going back and forth. The present schedule has been found satisfactory, and only a very few minor changes have been made over a period of several years.

There is no service on Sundays, none on the Saturdays during July and August, and none on Election Day, Armistice Day, Thanksgiving Day, Christmas Day, New Year's Day, Lincoln's Birthday, Washington's Birthday, Good Friday, Memorial Day, and Independence Day. Extra cars are put into service for the rush hours during the school year. A double header is put into service for the 10:10 and 11:10 classes. Special cars are run for the Christmas and Recognition Assemblies, and such special service is provided for any other evening functions if the department wanting the service is willing to pay the expense incurred.

The operating cost is approximately $22,750.00 per year for the passenger service. The University pays the Minneapolis StreetRailway Campany $2.59 per day for rent on each car used, and $3.30 an hour for the service for each car. The latter figure is to cover the cost of labor and power used. Time for which service is paid is counted from the time each car leaves the East Minneapolis Station until the car is back in the barn.

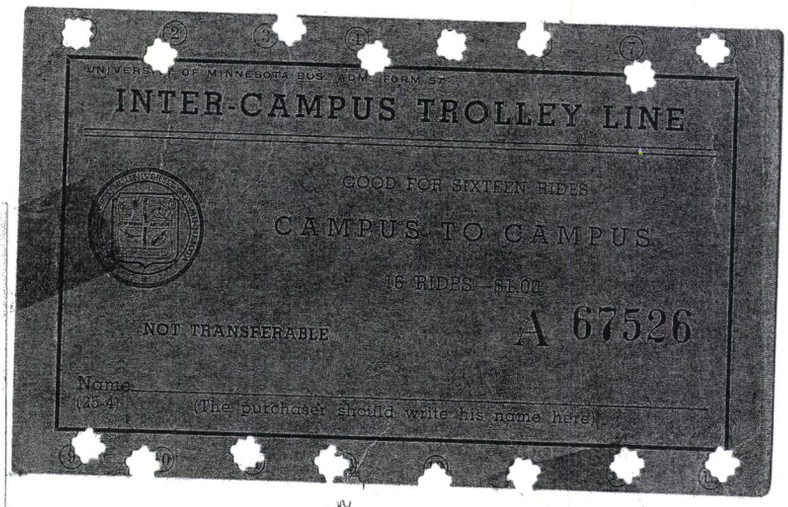
The income from the passenger service is about $5570.00 per year. Earnings from tokens and cash amounting to about $1300 a year are collected and accredited to the University account with the streetcar company. The sale of tickets at the Bursar's office amounts to about $4200.00, and about $70.00 is collected from the student deposits at the Registrar's

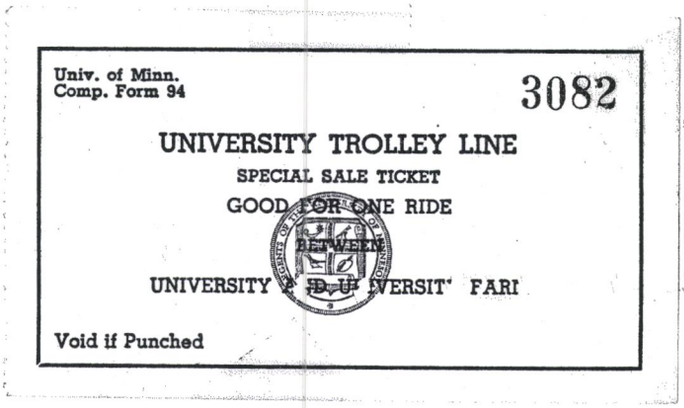
Office for charge slips given by students who have neither a pass or cash with them at the time they ride the car.

During the past two years a switch car has been used to haul coal to the heating plant on the Farm Campus. The University owns the switch car and pays the salary of the one man required to operate it. The Minneapolis Street Railway Company charges the University $1.04 an hour for the power used for its operation. The cost of operating the car has been about $1,000.00 a year. The rate charged for hauling on the switch car is 30cents a ton, and about 50 tons of coal can be hauled at a load. The yearly income from the switch car is about $3500.00. Occasionally other bulk supplies are hauled onthis car, but its operation is primarily for hauling coal.

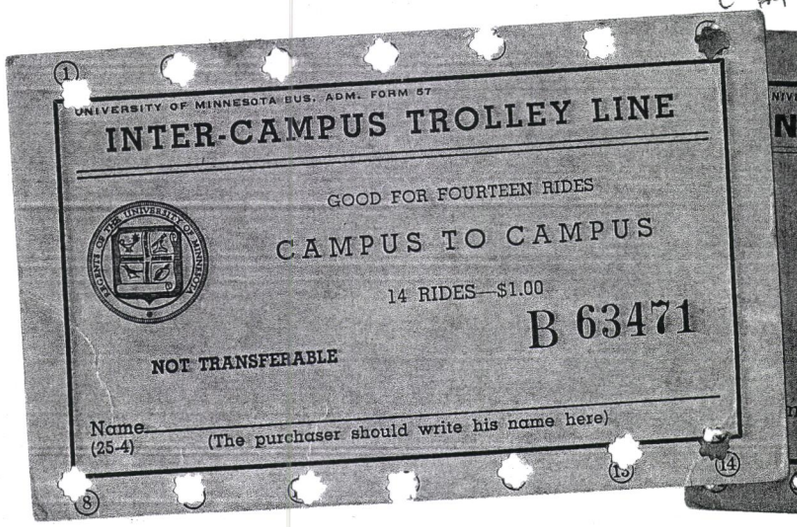
Service Enterprises

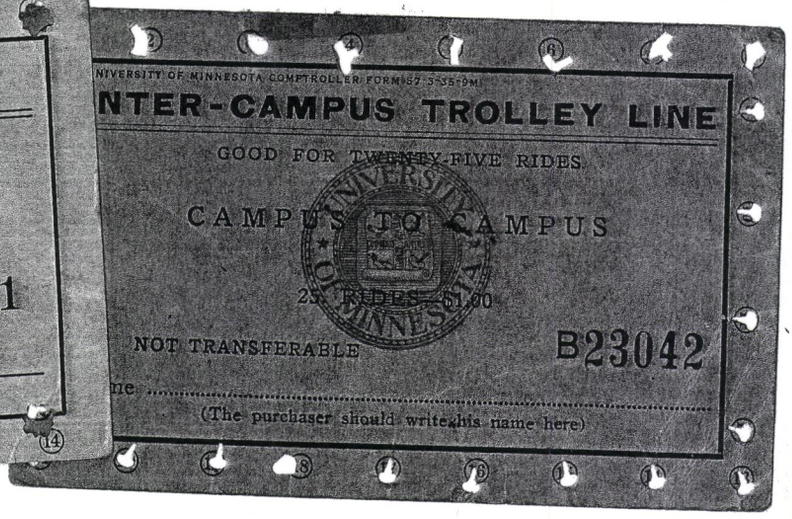
July, 1941.





Tickets cancelled by Mr F. Spencer the "skipper"





Trolley Company Files Car Service Schedules
Minneapolis Morning Tribune (1909-1922); Oct 28, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 15

Trolley Company Files Car Service Schedules

City Council's Request Complied With—Only Rush Hours of Day Covered.

Mr. Esterman's Efforts Leads to Giving People Chance to Check Running Time.

Complying with the request of the city council, the Minneapolis Street Railway company yesterday filed a schedule of its street car service with the city clerk. It is the first public announcement of car schedules on all its lines.

At the last meeting of the city council, Alderman Esterman asked for this action. He said that when people living on any line complained of insufficient service, the company replied that it was giving a certain service. He argued that with the publication of the company's schedules, the people could become inspectors themselves and keep check. The schedule filed by the company covers only the rush hours of the day. The schedule follows:

The Schedules.

MINUTE SERVICE.

Line—	Morning.	Midday.	Evening.
Bloomington avenue	3	5	3
Bryant avenue	3	10	2½
Bryn Mawr	15	15	12
Como	7½	7½	7½
Cedar avenue	4	10	4
Camden	4	10	3½
Central avenue	2½	5	2½
Columbia Heights	10	10	10
Eighth avenue	2	3½	2
Eight street southeast	10	10	10
Emerson avenue	4	10	2½
First avenue	3	2½	2
Fourth avenue	2½	5	2½
Grand avenue	30	10	10
Interurban	3	4	2½
Kenwood	10	30	6
Lake Harriet	2	5	2½
Lake street	3	5	3
Monroe	5	10	5
Minnehaha	2½	5	3½
Oak street	7½	7½	7½
Plymouth avenue	6	10	4
Riverside	2	5	2
Sixth avenue north	5	10	5
Second street northeast	6	10	3
Twentieth avenue north	4	10	2½
Washburn Park	5	10	2½
Western avenue	6	10	6

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Hennepin Avenue looking north, ca 1903

AT 6TH STREET

NEW LOOP SERVICE STARTS
Minneapolis Morning Tribune (1909-1922); Nov 27, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 9

NEW LOOP SERVICE STARTS

Minnehaha Lines and Bloomington Short Line Routes Also Changed.

Service was started yesterday on the new Third street and Second avenue loop. Members of the operating department of the Twin City Rapid Transit company say the new loop greatly relieved congestion of cars in the downtown district.

Beginning yesterday, the Snelling, Minnehaha, Minnehaha Falls and Washington and Riverside cars run up Third street to First avenue north, on First avenue north to Washington avenue, along Washington to Second avenue north and on Second avenue north to Third street, where they will lay over. No stop is made for passengers northbound on Washington avenue at First or Second avenues north. Stops are on First avenue north before cars turn into Washington avenue and on Second avenue north after turning off Washington avenue.

Bloomington short line cars will run up Third street to Second avenue north and lay over on Second avenue, which will be the end of the line. Southbound cars will run on Second avenue north to Washington, on Washington to First avenue south and then by the same route to Bloomington avenue.

The street railway company has commenced laying rails on Twenty-eighth avenue south at Thirty-eighth street. Work will be rushed until rails have been laid as far as Forty-second street. The city has graded the street and the company expects to have the extension of its Twenty-eighth avenue south and Camden line ready for use soon.

New Interurban Car Route
Minneapolis Morning Tribune (1909-1922); Nov 7, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 11

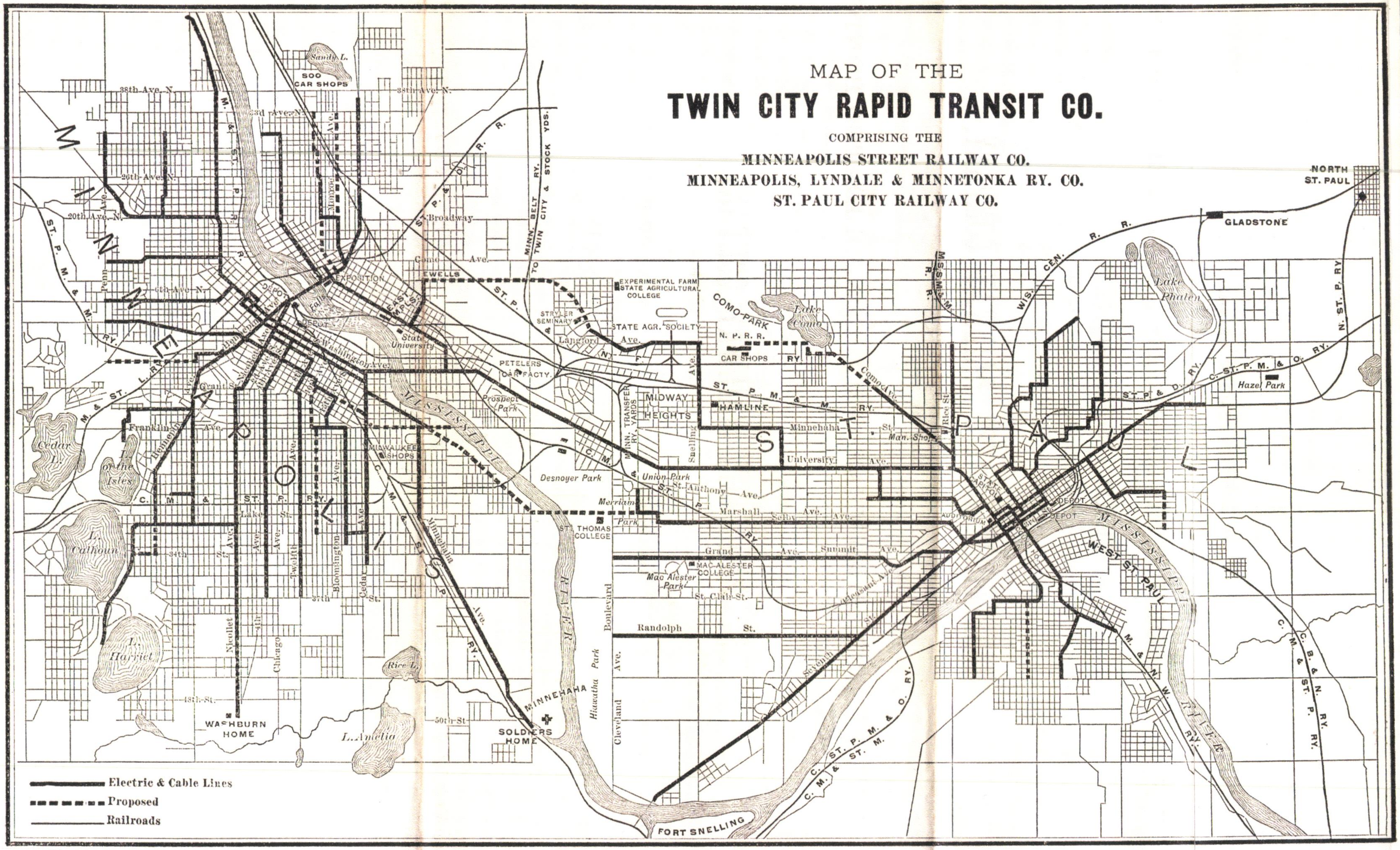
New Interurban Car Route

Company Authorized to Run Cars on Fifth Street, Instead of Sixth.

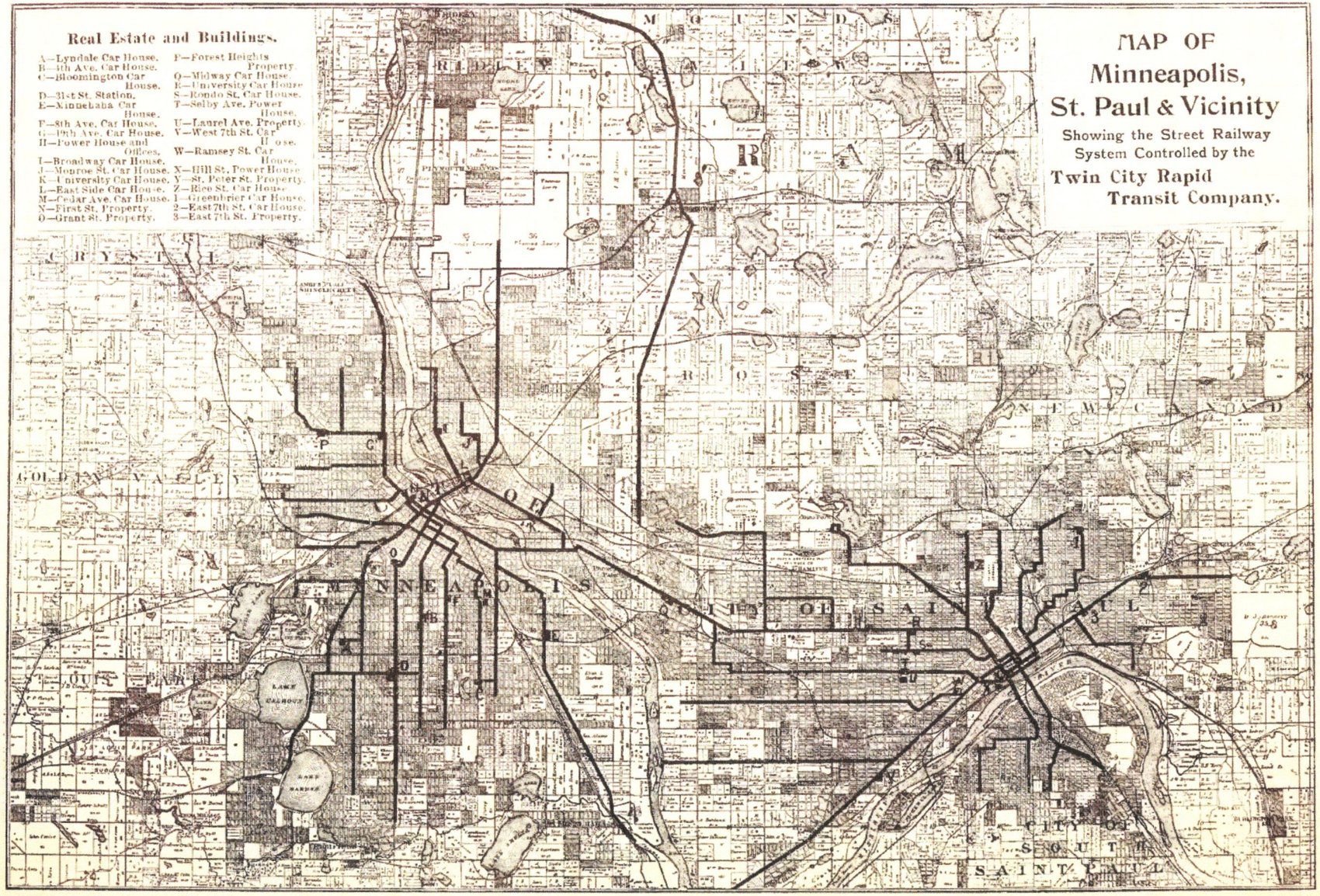
A council committee yesterday authorized the Street Railway company to route the Interurban line on Fifth instead of Sixth street south, to run from Second avenue south to Fifth avenue north.

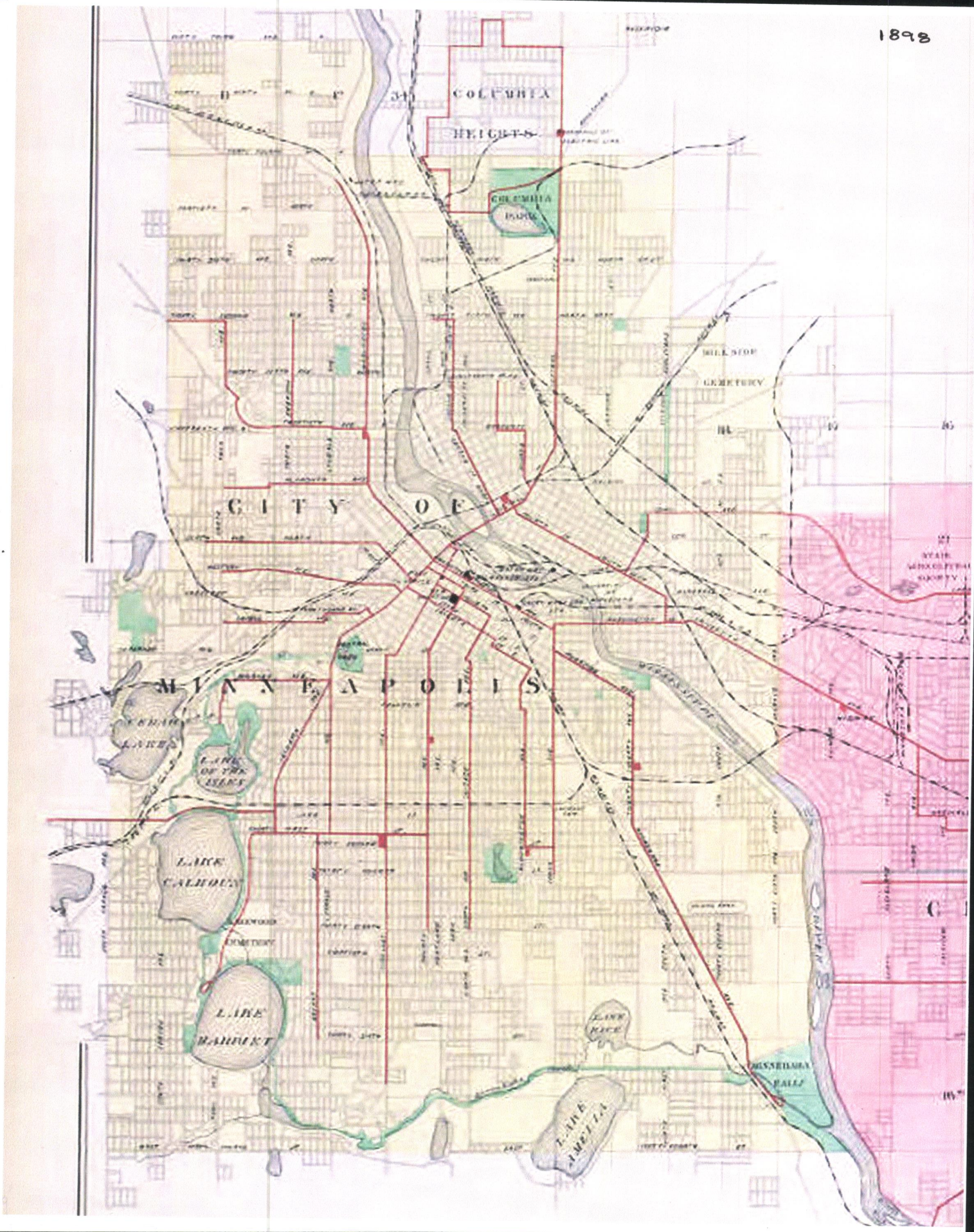
The change is to be made to relieve the present street car congestion between Sixth and Seventh streets on Hennepin avenue. The cars now run down Second avenue to Sixth street, thence to First avenue north, circling the block and coming back on Hennepin avenue at Seventh street. Horace Lowry, general manager of the company, said that if the council approved the committee report the change would be made within six weeks.

SYSTEM MAPS


MAP OF THE
TWIN CITY RAPID TRANSIT CO.
COMPRISING THE
MINNEAPOLIS STREET RAILWAY CO.
MINNEAPOLIS, LYNDALE & MINNETONKA RY. CO.
ST. PAUL CITY RAILWAY CO.
MINNEAPOLIS
ST. PAUL
MISSISSIPPI
RIVER
SOO CAR SHOPS
Sandy L.
EXPOSITION
DEPOT
State University
PETELERS CAR FACTY.
Prospect Park
MILWAUKEE SHOPS
Desnoyer Park
Merriam Park
ST. THOMAS COLLEGE
EXPERIMENTAL FARM STATE AGRICULTURAL COLLEGE
STRYKER SEMINARY
STATE AGR. SOCIETY
COMO PARK
Lake Como
N. P. R. R. CAR SHOPS
MIDWAY HEIGHTS
HAMLINE
MINN. TRANSFER RY. YARDS
MAC ALESTER COLLEGE
Mac Alester Park
L. Calhoun
L. Harriet
Cedar L.
L. of the Isles
Rice L.
L. Amelia
WASHBURN HOME
SOLDIERS HOME
MINNEHAHA
Hiawatha Park
FORT SNELLING
Lake Phalen
GLADSTONE
NORTH ST. PAUL
Hazel Park
AUDITORIUM
STATE CAPITOL
DEPOT
WEST ST. PAUL
Electric & Cable Lines
Proposed
Railroads

2-1892

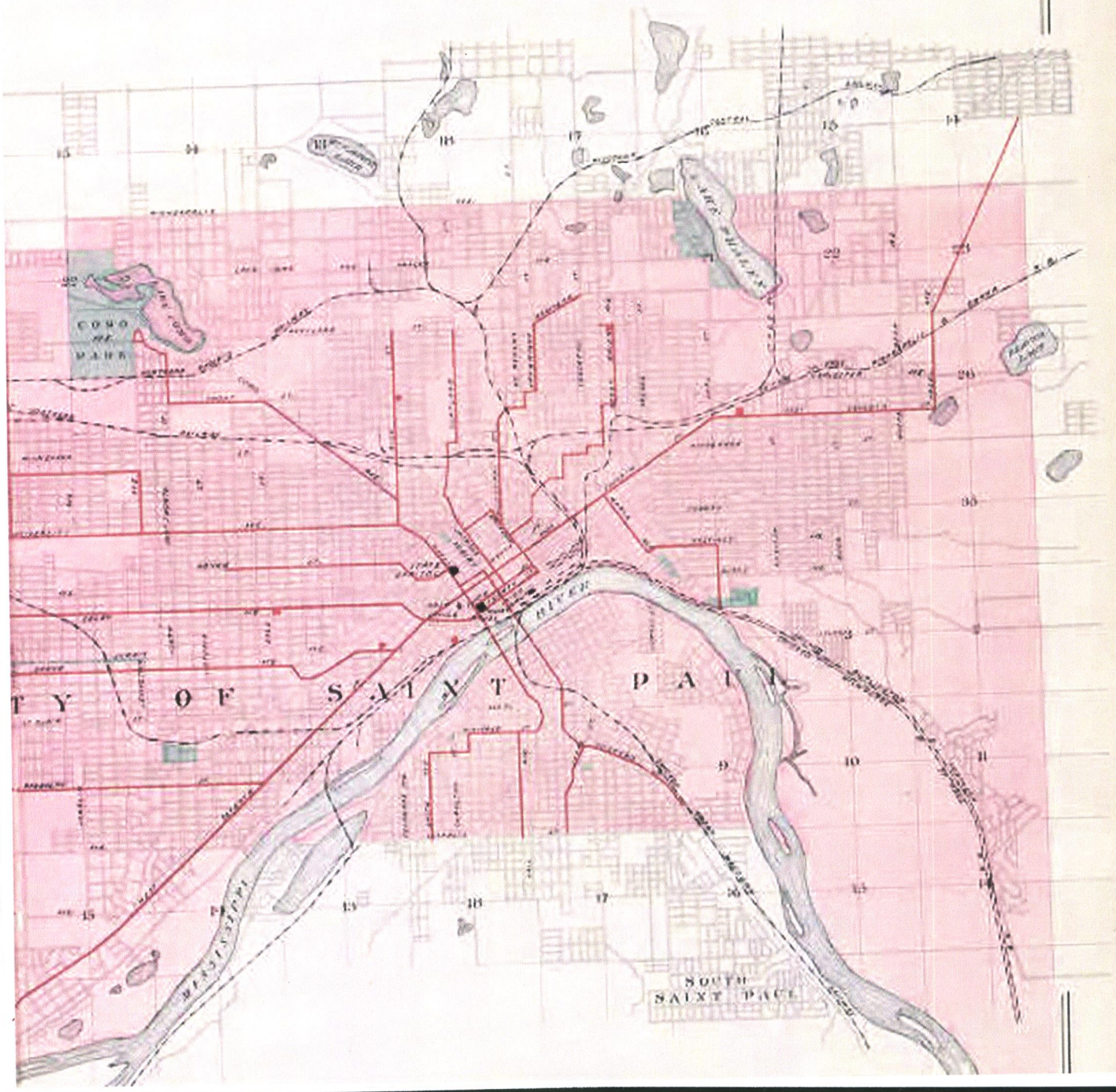

MAP OF
Minneapolis,
St. Paul & Vicinity
Showing the Street Railway
System Controlled by the
Twin City Rapid
Transit Company.
Real Estate and Buildings.
A—Lyndale Car House.
B—4th Ave. Car House.
C—Bloomington Car House.
D—31st St. Station.
E—Minnehaha Car House.
F—8th Ave. Car House.
G—19th Ave. Car House.
H—Power House and Offices.
I—Broadway Car House.
J—Monroe St. Car House.
K—University Car House.
L—East Side Car House.
M—Cedar Ave. Car House.
N—First St. Property.
O—Grant St. Property.
P—Forest Heights Property.
Q—Midway Car House.
R—University Car House
S—Rondo St. Car House.
T—Selby Ave. Power House.
U—Laurel Ave. Property.
V—West 7th St. Car House.
W—Ramsey St. Car House.
X—Hill St. Power House
Y—St. Peter St. Property.
Z—Rice St. Car House
1—Greenbrier Car House.
2—East 7th St. Car House.
3—East 7th St. Property.
MOUNDS VIEW
CRYSTAL
GOLDEN VALLEY
MINNEAPOLIS
CITY OF SAINT PAUL
CITY OF SOUTH SAINT PAUL
LAKE CALHOUN
LAKE HARRIET
RIVER

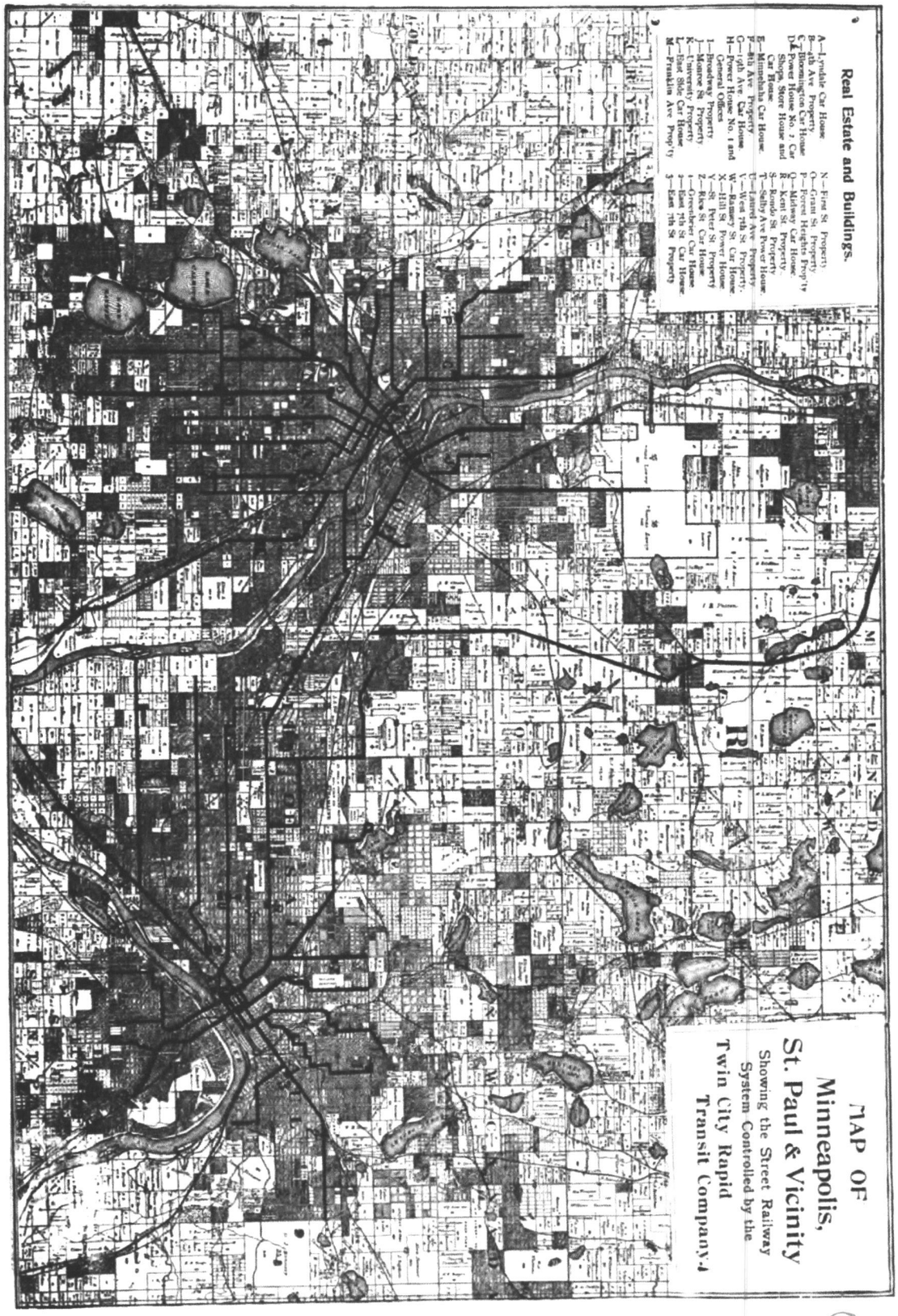

1898
COLUMBIA
HEIGHTS
COLUMBIA PARK
MILL STOP
CEMETERY
CITY OF
MINNEAPOLIS
CEDAR LAKE
LAKE OF THE ISLES
LAKE CALHOUN
LAKE HARRIET
LAKE RICE
LAKE AMELIA
MINNEHAHA FALLS

PLAT OF
Cities of
MINNEAPOLIS, AND SAINT PAUL.

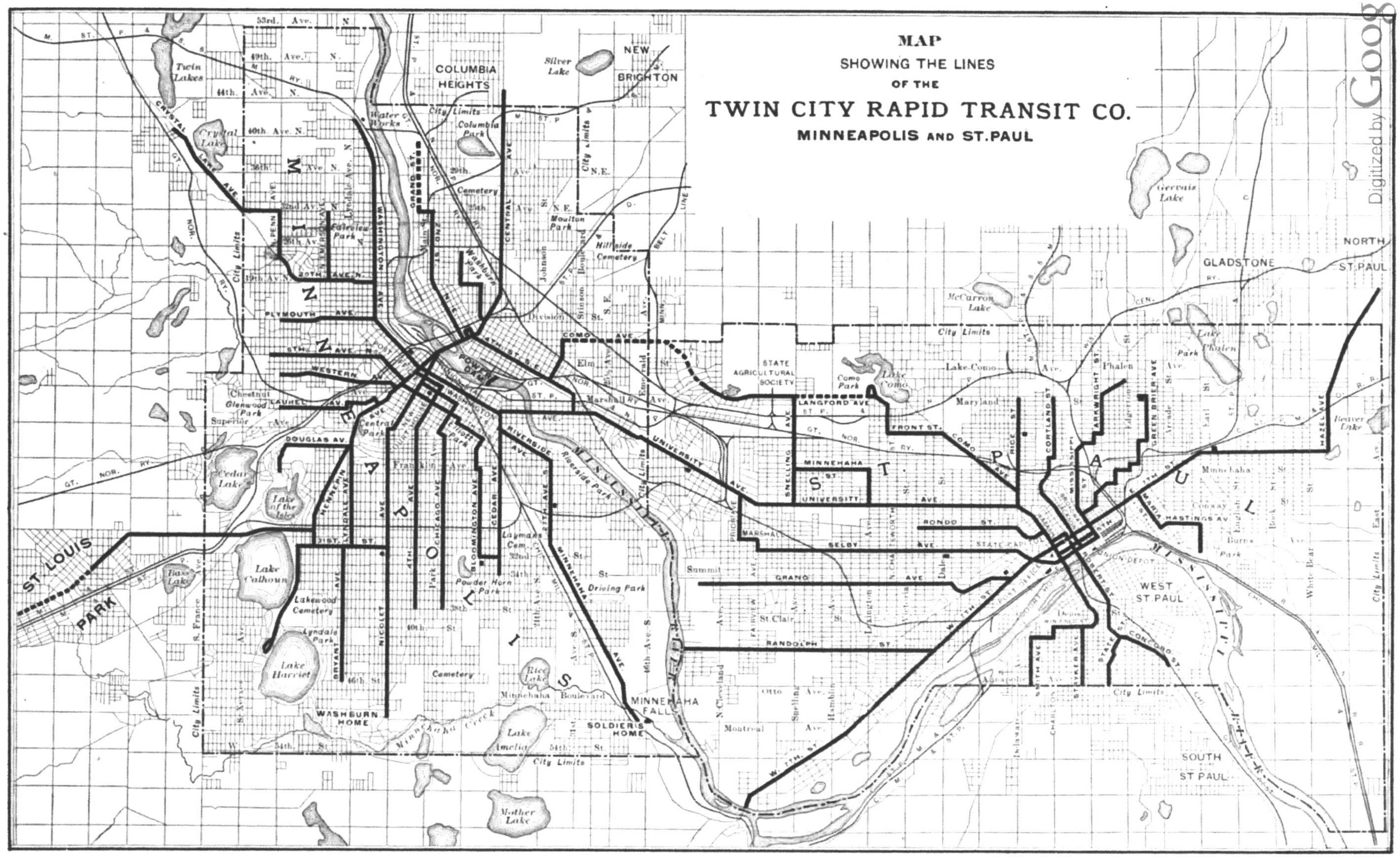
ELECTRIC STREET CAR AND CABLE LINES

1898



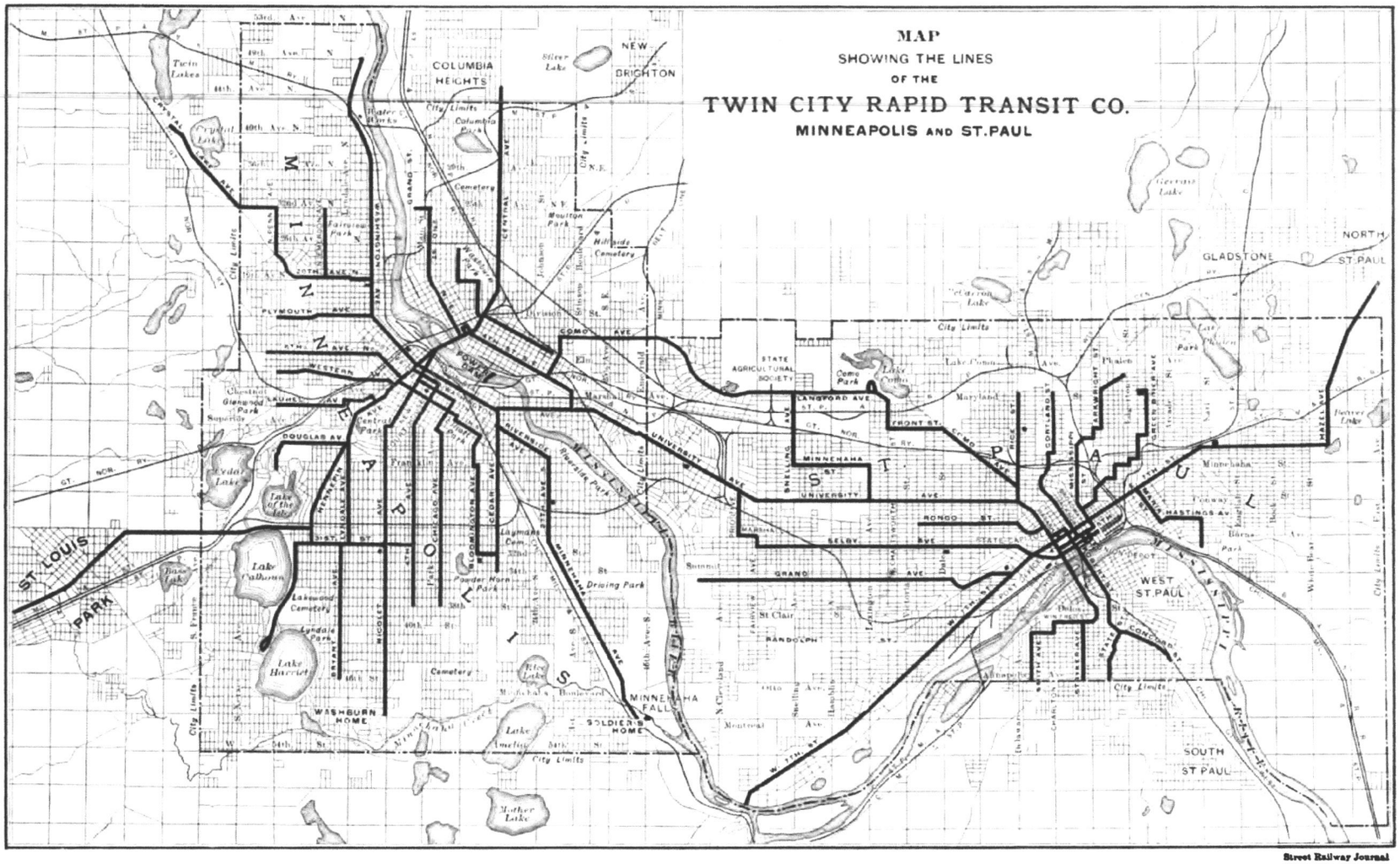


Digitized by Google

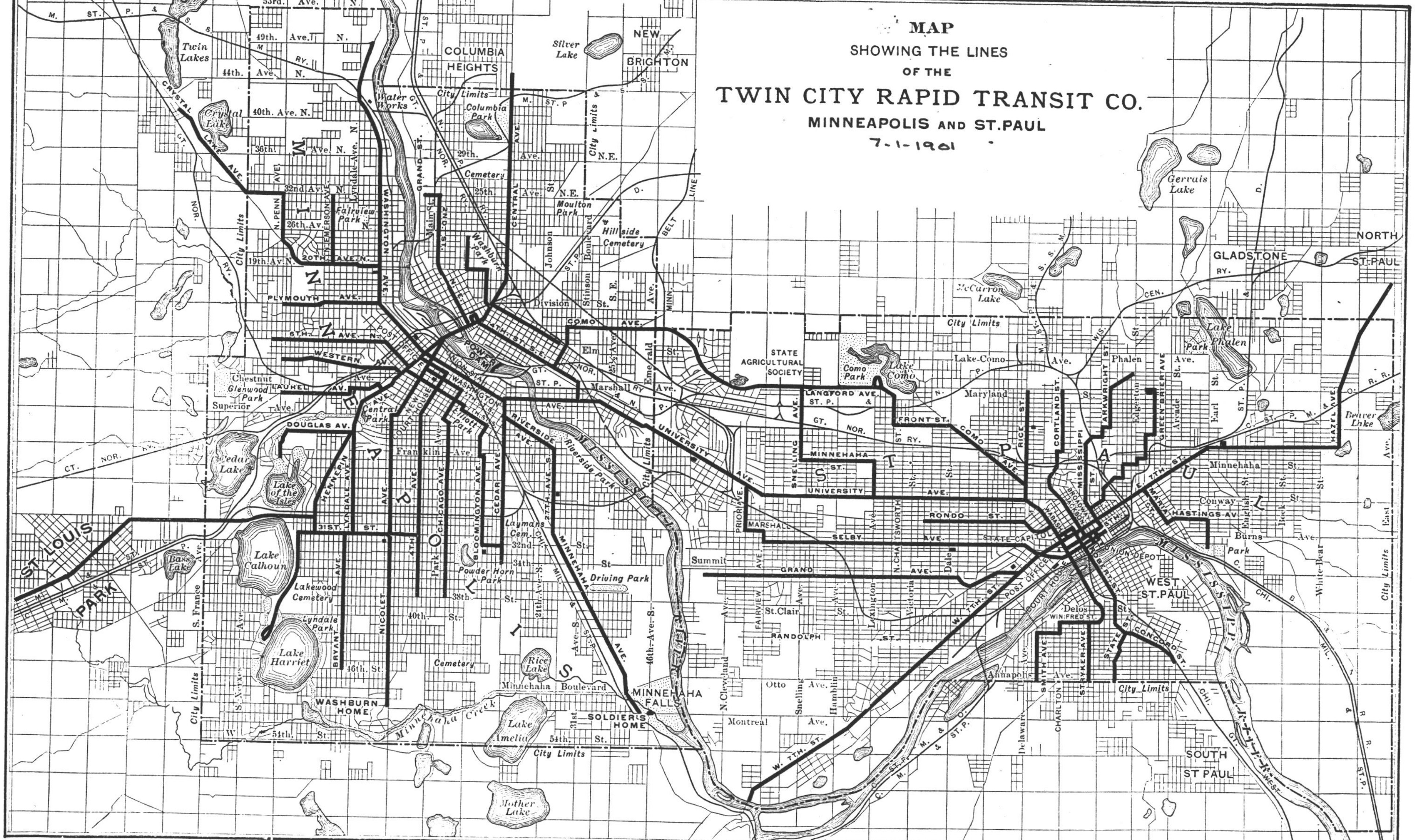


Street Railway Journal

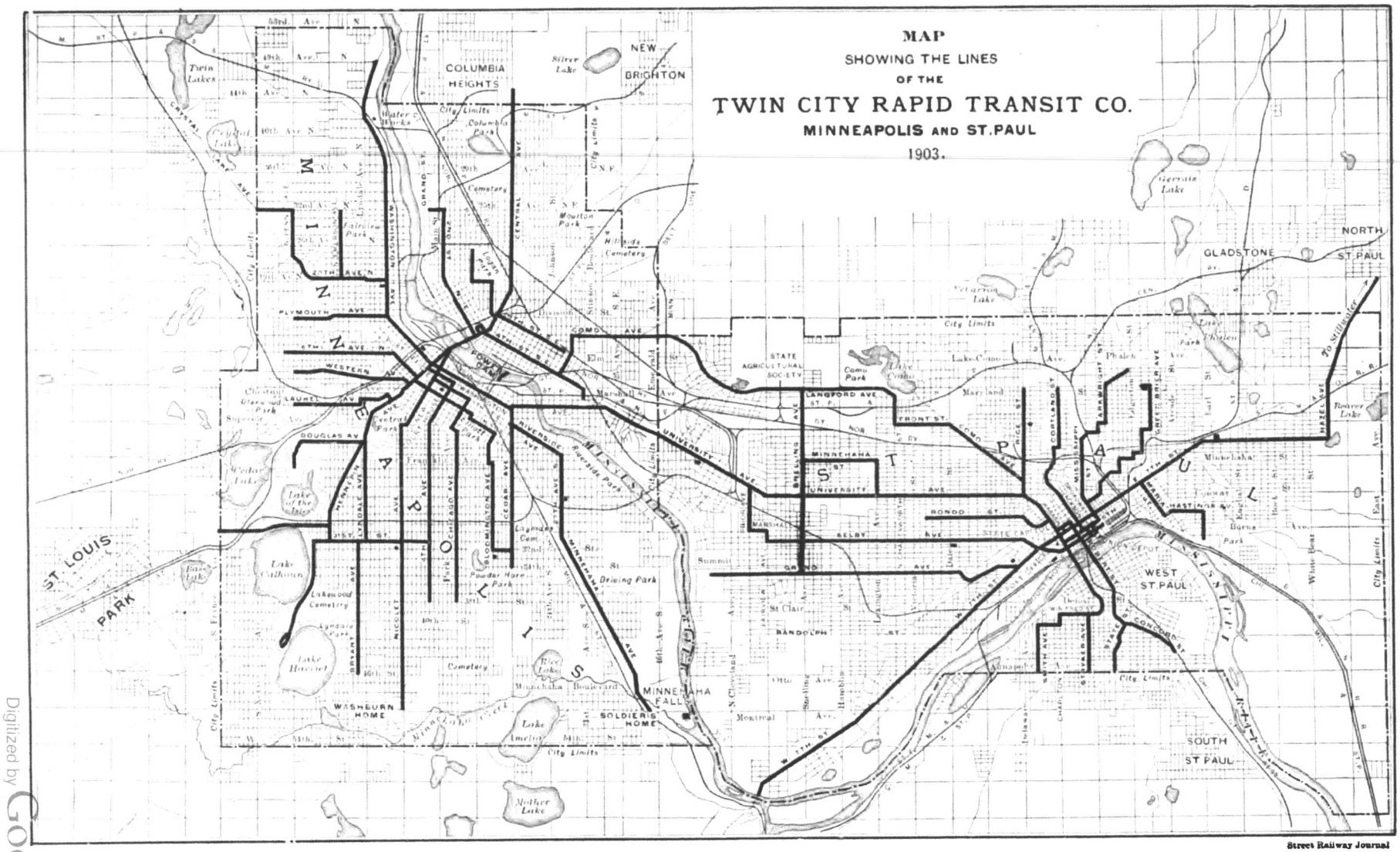
Digitized by Google



Street Railway Journal

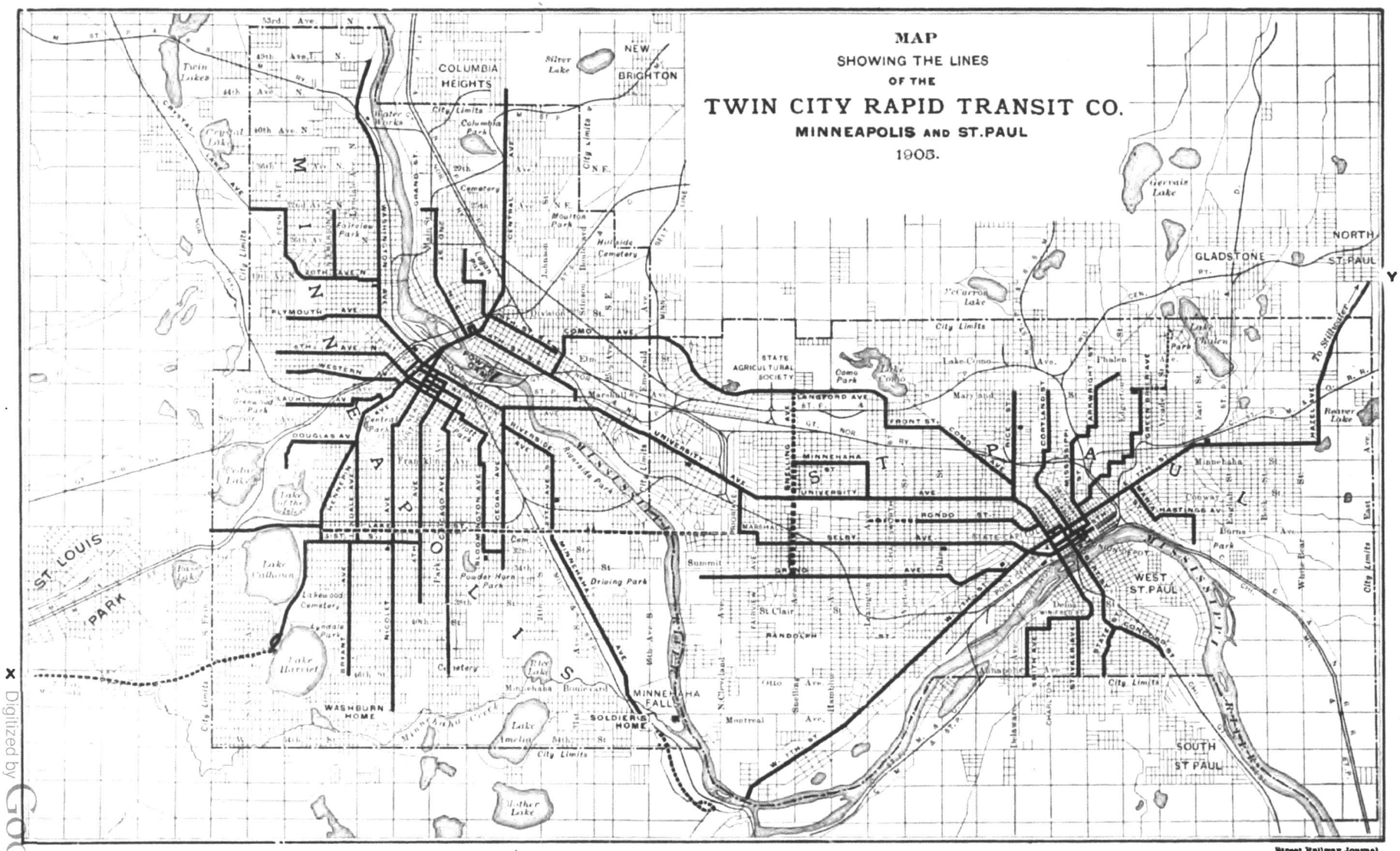


Street Railway Journal



Street Railway Journal

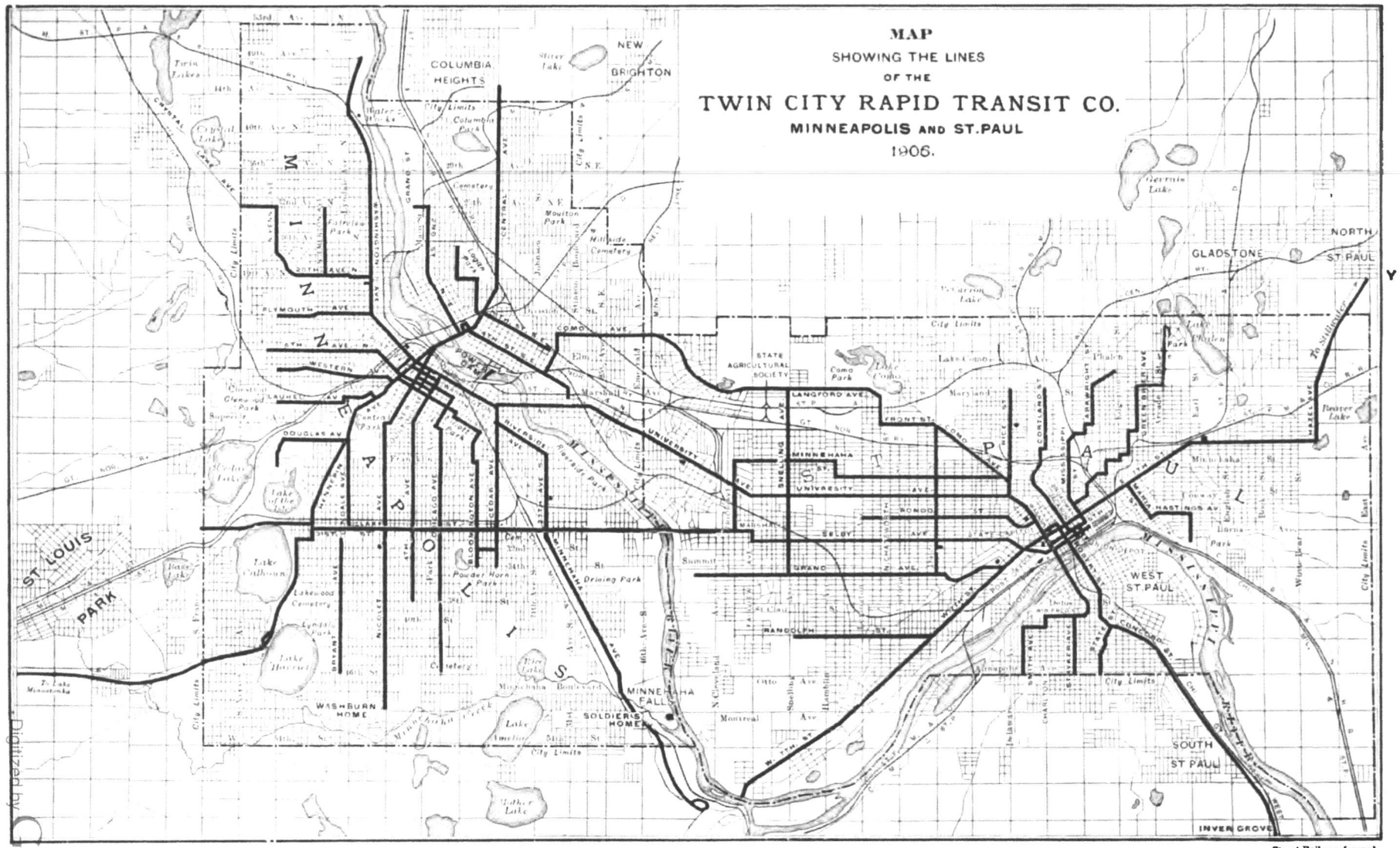
Digitized by Google



FROM POINT MARKED X TO EXCELSIOR LAKE MINNETONKA IS 12.6 MILES

FROM " " Y " THE CITY OF STILLWATER " 13.3 MILES

Digitized by Google



Street Railway Journal

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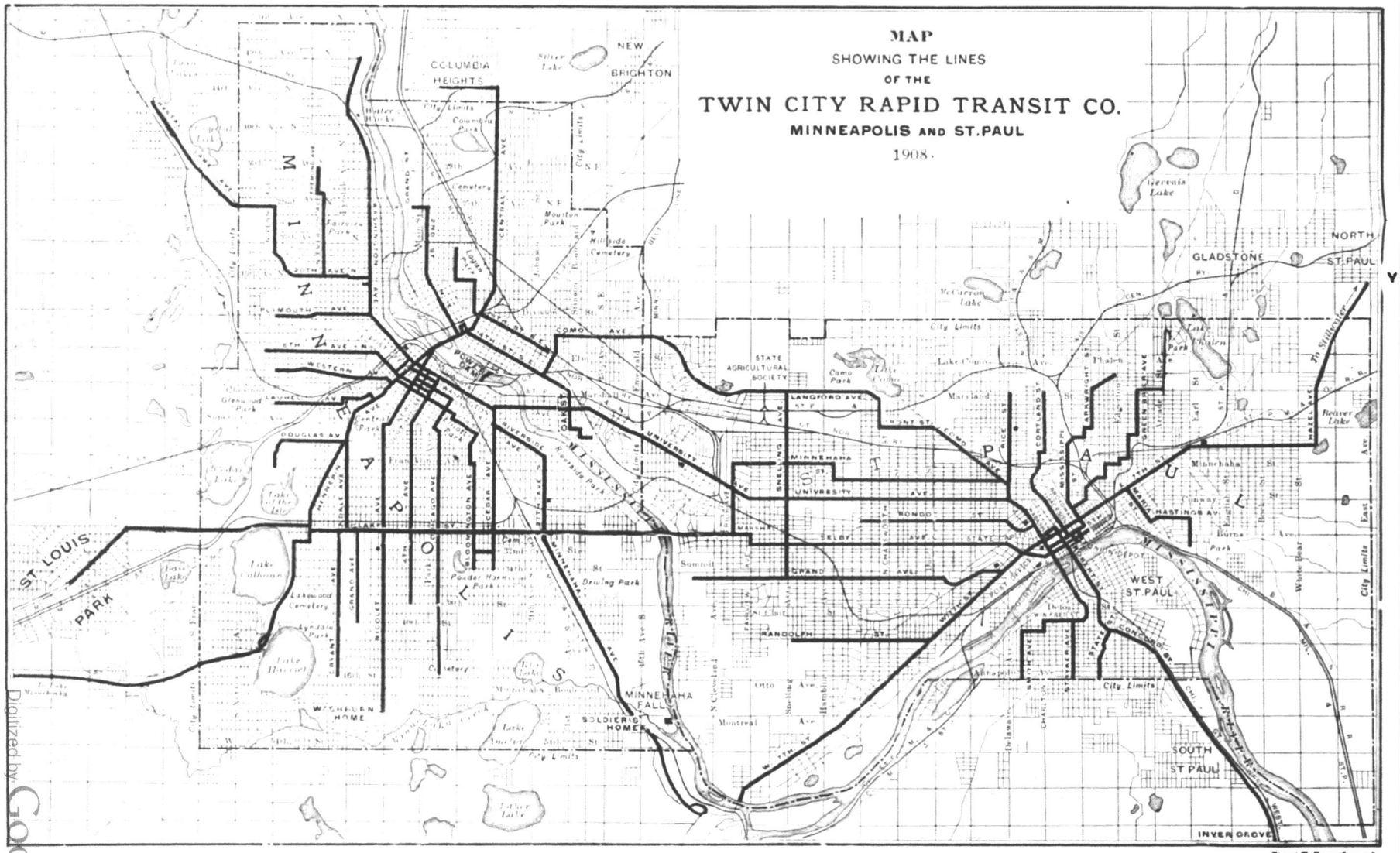


Street Railway Journal

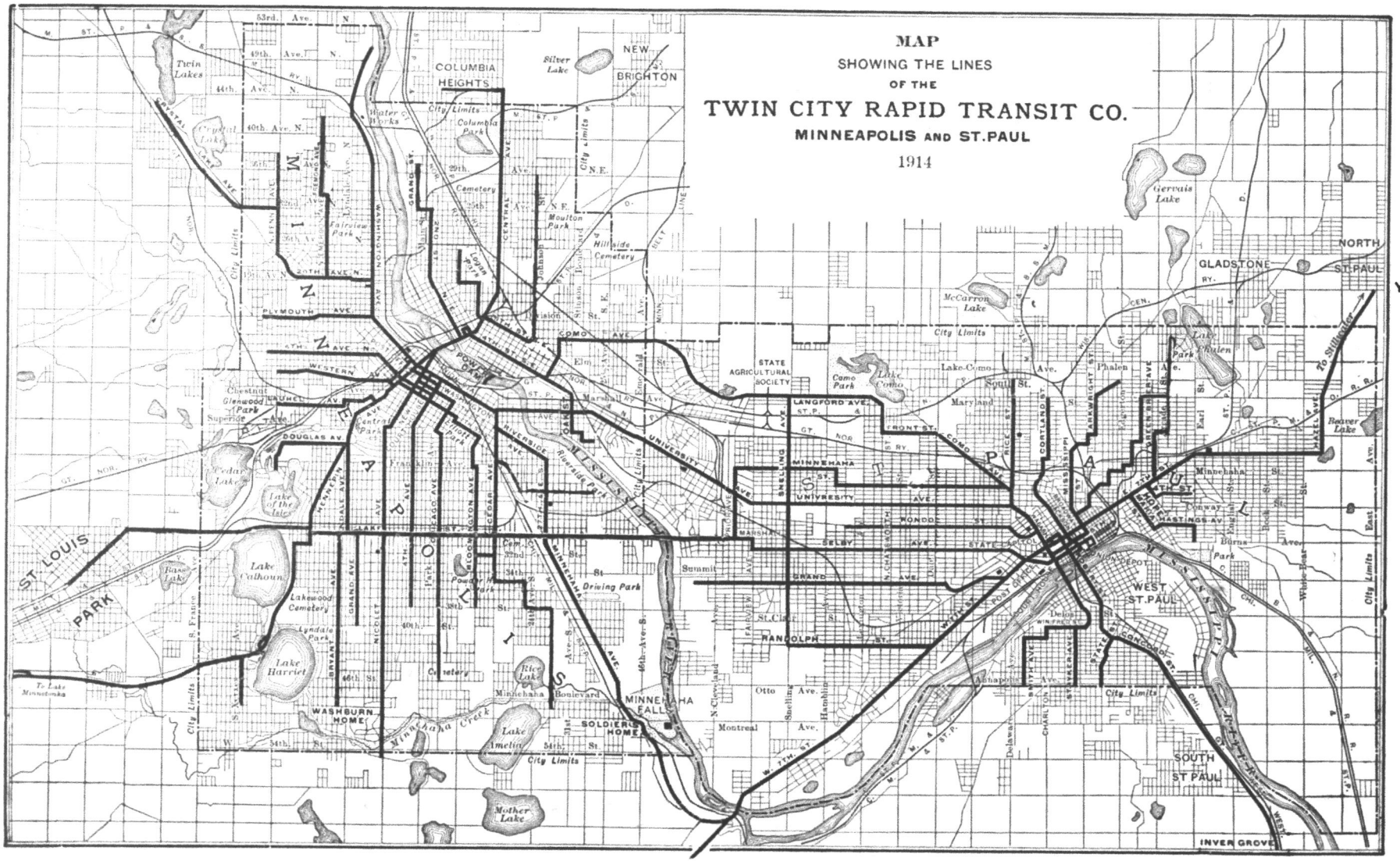
FROM POINT MARKED X TO EXCELSIOR LAKE MINNETONKA IS 12.6 MILES

FROM " " Y " THE CITY OF STILLWATER " 13.3 MILES

Digitized by Google

1909

The TWIN CITIES THEIR FAMOUS LAKES RIVER, PARKS and RESORTS
RAIL AND BOAT LINES
Solid lines on this map indicate "Twin City" Electric Lines, 373 miles.
Dotted lines on Lake Minnetonka "Twin City" Steamboat Lines, 21 miles.
Territory represented in this map is 16 miles North and South and 48 miles East and West.
Population over 500,000.
TWIN CITY LINES
MINNESOTA
WISCONSIN
MINNEAPOLIS
ST. PAUL
MINNETONKA
LAKE
Robbinsdale
M.W.A. Park
Columbia Heights
New Brighton
White Bear
Lake Shore
Birchwood
Mahtomedi
East Shore Park
Wildwood
North St. Paul
Stillwater
Oak Park
South Stillwater
New State Prison
Hudson
Lakeland
Curtis
Grant
Lake
Elliott
Manitou
Medicine Lake
Long Lake
Wayzata
Crystal Bay
Spring Park
Mound
Excelsior
Tonka Bay
Wildwood
Deephaven
Minnetonka Beach
Shorewood
Tuckerton
Big Island Park
Minnetonka Club
Linwood
Fairview
Meadville
Vine Hill
Baker
Bonieval
Hopkins
St. Louis Park
Manhattan Park
Cedar Lake
Lake Calhoun
Pavilion Lake Harriet
Lake Amelia
Minnehaha Falls and Park
Longfellow Gardens
University of Minnesota
Fort Snelling
Mendota
Inver Grove
Newport
West St. Paul
South St. Paul
Stock Yards
Indian Mounds Park
State Fish Hatchery
Phalen Park
Como Park
State Fair Grounds
Mississippi River
St. Croix River
Lake St. Croix
The Matthews-Northrup Works Buffalo, N.Y.



FROM POINT MARKED X TO EXCELSIOR LAKE MINNETONKA IS 12.6 MILES

FROM " " Y " THE CITY OF STILLWATER " 13.3 MILES

Digitized by Google

MINNEAPOLIS
STREET CAR AND BUS SYSTEM

CONSULT THIS GUIDE FOR ROUTING AND LOCATION OF LINES

TWIN CITY LINES

STREET CAR LINES
BUS LINES
CITY LIMITS

KEY TO NUMBERS

1. COMO-HARRIET-HOPKINS
2. OAK-HARRIET
3. BRYANT-JOHNSON
4. NICOLLET-2ND ST. N.E.
5. NICOLLET-N.W. TERMINAL
6. CHICAGO-PENN
7. CHICAGO-FREMONT
8. FT. SNELLING-MINNEHAHA-PLYMOUTH
9. ST. PAUL-MINNEAPOLIS
10. SELBY-LAKE
11. BLOOMINGTON-COL. HTS.
12. GLENWOOD-4TH AVE.
13. 34TH AVE. S.-N. BRYANT
14. GRAND-MONROE
15. EAST 25TH ST.
16. 28TH AVE. S.-ROBBINSDALE
17. BROADWAY CROSSTOWN

BUS LINES

24. NICOLLET-HENNEPIN

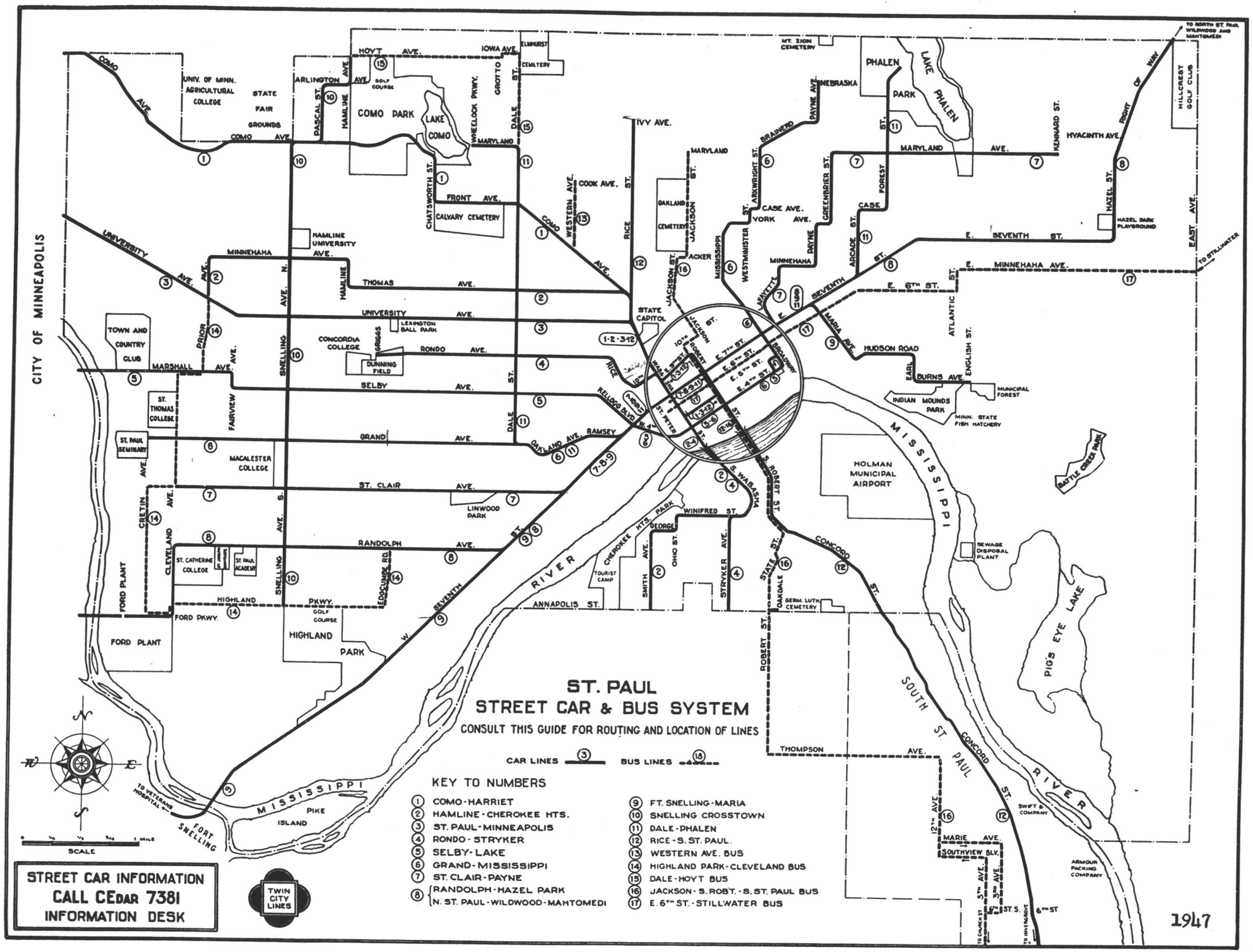
STREET CAR BUSES

25. 38TH STREET
26. KENWOOD-ST. LOUIS PARK-RUSSELL NO.
27. LOWRY AVE.
28. HUMBOLDT AVE.
29. WEST 39TH ST.
30. WEST LAKE ST.
31. BRYN MAWR
32. CHICAGO AVE.
33. FRANKLIN AVE.

SCALE 0 ½ 1 MILE

STREET CAR INFORMATION
CALL MAin 1214
INFORMATION DESK

1946


ST. PAUL
STREET CAR & BUS SYSTEM
CONSULT THIS GUIDE FOR ROUTING AND LOCATION OF LINES
CAR LINES
BUS LINES
KEY TO NUMBERS
1 COMO-HARRIET
2 HAMLINE-CHEROKEE HTS.
3 ST. PAUL-MINNEAPOLIS
4 RONDO-STRYKER
5 SELBY-LAKE
6 GRAND-MISSISSIPPI
7 ST. CLAIR-PAYNE
8 RANDOLPH-HAZEL PARK
N. ST. PAUL-WILDWOOD-MAHTOMEDI
9 FT. SNELLING-MARIA
10 SNELLING CROSSTOWN
11 DALE-PHALEN
12 RICE-S. ST. PAUL.
13 WESTERN AVE. BUS
14 HIGHLAND PARK-CLEVELAND BUS
15 DALE-HOYT BUS
16 JACKSON-S. ROB'T.-S. ST. PAUL BUS
17 E. 6TH ST.-STILLWATER BUS
STREET CAR INFORMATION
CALL CEDAR 7381
INFORMATION DESK
TWIN CITY LINES
CITY OF MINNEAPOLIS
MISSISSIPPI RIVER
SOUTH ST PAUL
PIG'S EYE LAKE
HOLMAN MUNICIPAL AIRPORT
COMO PARK
LAKE COMO
PHALEN PARK
LAKE PHALEN
HIGHLAND PARK
FORT SNELLING
PIKE ISLAND
STATE CAPITOL
UNIV. OF MINN. AGRICULTURAL COLLEGE
STATE FAIR GROUNDS
HAMLINE UNIVERSITY
CALVARY CEMETERY
MT. ZION CEMETERY
OAKLAND CEMETERY
ELMHURST CEMETERY
TOWN AND COUNTRY CLUB
CONCORDIA COLLEGE
DUNNING FIELD
LEXINGTON BALL PARK
ST. THOMAS COLLEGE
ST. PAUL SEMINARY
MACALESTER COLLEGE
LINWOOD PARK
ST. CATHERINE COLLEGE
ST. PAUL ACADEMY
FORD PLANT
HILLCREST GOLF CLUB
HAZEL PARK PLAYGROUND
INDIAN MOUNDS PARK
MINN. STATE FISH HATCHERY
MUNICIPAL FOREST
SEWAGE DISPOSAL PLANT
BATTLE CREEK PARK
TOURIST CAMP
GERM. LUTH. CEMETERY
SWIFT & COMPANY
ARMOUR PACKING COMPANY
TO NORTH ST. PAUL WILDWOOD AND MAHTOMEDI
TO STILLWATER
TO VETERANS HOSPITAL
SCALE
1947

(UNNAMED
DIVIDER)

MINNEAPOLIS CAR LINES

"&" replaced by "-" July 1912

Bloomington Avenue 5-28-91 / 1894
Wyed at 1AS & Washington until changed to High St. loop
BLOOMINGTON AVE.

Bloomington-Col. Hts. 1-16-19 / 2-21-53
4th-Marq.-Wash.-Henn.-Cent.
1920: 4th-2AS-1st-3AS-Cent.
8-23-52: Frank.-4AS-6th-1AN-1st-Henn.-Cent.
9-24-52: NB Frank.-4AS-5th-2AS-1st-3AS-Cent.;
SB Cent.-Henn.-1st-Marq.-6th-4AS-Frank.
BLOOMINGTON-COL. HTS.
BLOOMINGTON-CENTRAL
CENTRAL to 40th
BLOOMINGTON to 38th
BLOOMINGTON to 48th
BLOOMINGTON to 54th

Broadway-20th Ave. N. 6-27-14 / 1-3-23
BROADWAY-20th

Broadway 1-3-23 / 4-16-50
BROADWAY

Bryant-Johnson 10-18-20 / 11-28-53
Henn.-8SSE
12-10-20: Henn.-11SN-1AN-1SN-Henn.-8SSE
9-1-34: Henn.-8SSE
BRYANT-JOHNSON
BRYANT to 38th
BRYANT to 56th
BRYANT to 54th-PENN 10-16-27

Bryn Mawr 1892 / ?
High St. loop

Bryn Mawr-8th St. S.E. 1899 / 7-31-12
Henn. Ave.
5-4-06: Henn.-6th-1AN-5th-Henn.
BRYN MAWR & 8 ST. S.E.
Some cars may have operated to downtown only:
1-15-07: Henn.-3rd-1AN-wye and return;
5-2-10: Henn.-6th-1AN-5th-Henn.

Bryn Mawr 7-31-12 / 6-29-39
Henn.-3rd-1AN-5th-Henn.
3-19-19: Henn.-7th-1AN-5th-Henn.
BRYN MAWR

Camden-E. 25th St. 12-1-20 / 10-20-21

Cedar Avenue 12-17-91 / 1894
Wash.-Henn.-6th-1AS-Wash.

Cedar Ave. 6-3-14 / 10-20-21
Shuttle 6-3-14; extended 11-1-16; cutback 7-16-18
11-1-16: Wash.-4AS-3rd-2AN-Wash.
CEDAR

Cedar Ave. 11-28-26 / 9-17-33
Wash.-3rd-2AN-Wash.

12-1-26: Frank.-4AS-5th-wye at 5AN and return
Shuttle from 1-2-29 to 9-17-33
CEDAR AVE.
CEDAR to 42nd
CEDAR to 50th
CEDAR to 52nd

Cedar & Camden 6-25-10 / 11-28-26
Wash. AS/AN
Camden Extension (shuttle)
CEDAR & CAMDEN
CEDAR-CAMDEN
N. LYNDALE to 51st

Cedar & Emerson 1894 / 6-25-10
Wash.-20AN-Emerson
5-18-07: Wash.-4AS to 1AN instead of 3rd St.
Cedar Ave. (short line)
CEDAR & EMERSON

Cedar-Emerson 10-20-21 / 11-28-26
Frank.-4AS-5th-1AN-Wash.

Central-Hennepin & Lake Harriet 6-28-91 / 11-1-92
Central Ave. & E. Hennepin 6-14-91 to 6-28-91
To/from East Side Station loop.
CENTRAL and HENNEPIN AVS. to LAKE HARRIET

Chicago-Penn-Fremont 8-3-14 / 7-11-53
6th-1AN-Wash.-20AN
12-1-20: 6th-2AS-8th-2AN-7SN
9-13-52 NB only: 6th-1AN-8th-2AN-7SN
CHICAGO-FREMONT
CHICAGO-PENN
CHICAGO-EMERSON
CHICAGO-FREMONT-36
CHICAGO-FREMONT-44
CHICAGO-FRE.-OLIVER
CHICAGO-PENN-DOW.
CHICAGO-PENN-42

Como Avenue 1897 list

Como Interurban, Como-Interurban-Harriet, Como-Harriet 7-1-98 / 6-19-54
Hennepin
Extended to France Ave. loop 6-5-09. ["Interurban" dropped 1913 (sic)]
COMO INTERURBAN HARRIET
COMO-HARRIET
COMO-HOPKINS
COMO to MPLS. LOOP 7-26-15
COMO AVE. to EUSTIS 12-6-16
COMO-HARRIET to 50th 10-9-25
COMO-HARRIET to 54th 9-16-29
COMO-HARRIET to 51st 10-9-47

Como Ave. & Bryn Mawr 1893 / ?

Como & Kenwood 1902 list / probably 7-31-12
"About 1900" transfer: Como Ave. & Kenwood

East 25th Street 11-28-12 / 9-1-18
Shuttle 11-28-12 / 10-31-14
10-31-14: Wash.-4AS-3rd-1AN-Wash.-2AN-3rd-4AS-Wash.

1915: Wash.-2AN-3rd-4AS-Wash.	
E. 25th Street Wash.-5AS-5th-wye at 5AN E. 25th STREET	8-27-38 / 6-15-39 and 5-25-40 / 2-16-46
Emerson Avenue High St. loop	12-17-91 / 1894
Emerson-E. 25th St. Wash.-Bdwy. 12-13-20: Wash.-2AS-6th-1AN-Wash. EMERSON-E. 25th	12-1-20 / 10-20-21
Fort Snelling-Minnehaha Wash.-4AS-3rd-2AN-Wash. MINNEHAHA FALLS FORT SNELLING MINNEHAHA-54 to 47	2-16-46 / 8-19-50
Fort Snelling-N. Washington Wash. AS/AN FT. SNELLING-N. WASH.	8-19-50 / 4-18-53
Fort Snelling-Minnehaha	4-18-53 / 11-28-53
Fort Snelling Extension	6-14-09 / 8-1-52
Franklin-11th St. Frank.-4AS-11th-11th&Henn terminal FRANKLIN-11th	12-17-16 / 5-18-35
Glenwood-4th Ave. 6th-1AN GLENWOOD PARK GLENWOOD to PENN GLENWOOD GLENWOOD to ALDRICH 4th AVE. to 38th 4th AVE. to 48th	1927 / 7-11-53
Grand-Johnson Marq.-High-Henn.-8SSE GRAND-JOHNSON	9-1-18 / 10-18-20
Grand-Monroe Marq.-8th-2AS-1st-3AS-Cent. 9-21-42: Marq.-1st-Henn.-Cent. GRAND-MONROE	10-18-20 / 10-18-52
Hawthorne High St. loop	12-10-90 / 1891
Hennepin Avenue High St. loop	8-13-91 / ?
Hennepin Local	1900 records
Hennepin Ave. local line to 15ASE & Como HENNEPIN to 15th & COMO (3-2-11) (1916)	1903 records
Inter-Campus Special INTER CAMPUS SPECIAL	11-4-14 / 6-18-54
Interurban, Minneapolis-St.Paul Interurban Local	12-9-90 / 11-28-53

1890-91 High St. loop
7-1894: Wash.-Henn.-6th-1AS-Wash.
5-9-06: Wash.-1AN-5th-2AS-Wash.
1909 change?: Wash.-4AS-3rd-1AN-5th-2AS-Wash.
5-2-10: Wash.-2AS-6th-1AN-wye and return
2-9-14: Wash.-2AS-5th-5AN-wye and return
11-4-18 extended: Wash.-5AS-5th-6AN
6-15-39 cutback: Wash.-5AS-5th-5AN wye and return; certain rush hour trips Wash.-4AS-3rd-1AN-5th-5AS-Wash.
MINNEAPOLIS & ST.PAUL
ST.PAUL & MINNEAPOLIS
UNIV. FOOTBALL FIELD

MPLS.-6 AVE. N.	(11-4-18)
TO MINNEAPOLIS	(5-21-19)
TO MINNEAPOLIS-6th AVE.	(5-21-19)
TO ST.PAUL	(5-21-19)

UNIV. to CITY LIMITS

Kenwood — 12-9-90 / 7-04or24-04
High St. loop
KENWOOD
HENNEPIN AVE. and KENWOOD

Kenwood — 12-1-20 / 10-20-21
Henn.-11SN-1AN-5th-Henn.
12-10-20: 11SN-1AN-3rd-Henn.
12-14-20: Henn.-1st-1AN-wye and return
12-15-20: Henn.-1st-1AN-3rd-Henn.
KENWOOD

Kenwood & 8th St. S.E. — 7-04or24-04 / 7-31-12
Noted as an experiment in 1902.
Johnson St. shuttle 11-8-11 / 7-31-12
KENWOOD & 8th ST. S.E.

Kenwood & Johnson — 7-31-12 / 9-1-18
Henn.-8SSE
KENWOOD & JOHNSON

Kenwood - E. 25th — 9-1-18 / 12-1-20 and 10-20-21 / 8-27-38
Henn.-Wash.-Cedar
1-13-19: Henn.-3rd-4AS-Wash.
10-20-21: Henn.-3rd-4AS-Wash.
KENWOOD-25th

Lake Harriet — 5-24-91 / 6-28-91
High St. loop
Transfers dated 1893 thru 1896. — 11-1-92 / ?
1892: Light traffic: to/from East Side Station loop; heavy traffic 1AS-Nicollet-31st St.
1st AVE. SOUTH to LAKE HARRIET
1893: terminated at 3rd & Hennepin using DEV cars.
1897 list
1916: Henn.-1st-1AN-wye and return
LAKE HARRIET

Lake Harriet & Minnehaha Falls — 1902 / 6-15-06
Summer Sundays and Holidays only.
6-20-05: Henn.-Lake-27AS
HARRIET-MINNEHAHA FALLS

Lake Nokomis-Camden — 9-27-13 / 11-28-26

Wash. AS/AN
NOKOMIS-CAMDEN
CEDAR-CAMDEN
38th-CAMDEN
50th-CAMDEN
LYNDALE to 51st AVE.
N. LYNDALE to 51st
50 ST.-N. LYNDALE

Lake Street 5-27-05 / 10-8-07
Henn. to 31AS
LAKE STREET
(Later restored as local service on Selby-Lake line.)

Lyndale Avenue 11-28-90 / 12-19-91
High St. loop

Lyndale & Grand 8-14-09 / 6-25-10
Lake-Lyndale-Henn.-3rd-1AN wye and return
5-2-10: Henn.-3rd-1AN-5th-Henn.

Minnehaha Avenue 9-21-90 / 1893
High St. loop
Minnehaha Falls 6-14-91
Riverside Ave. 1891

Minnehaha Falls & Riverside 1893 / 1895
High St. loop
Minnehaha-Riverside 1897 list

Minnehaha Falls 1895 / 8-21-05
Wash.-Henn.-6th-1AS-Wash.
Riverside short line 1900-1901 lists
MINNEHAHA FALLS

Minnehaha-Riverside-Fort Snelling 8-21-05 / 6-15-06
Wash.-4AS-3rd-1AN-5th-2AS-Wash.

Minnehaha-Fort Snelling 6-15-06 / 6-21-09
Wash.-4AS-3rd-1AN-5th-2AS-Wash.
5-2-10: Wash.-4AS-3rd-1AN-wye and return
Washington & Riverside (short line)

Minnehaha Falls 6-21-09 / 1-16-19
Wash.-2AN-3rd-4AS-Wash.
Lake St. and Hennepin Ave. to Minnehaha Falls, summer Sundays and Holidays only, mentioned 5-30-12 and 6-14-16.

Minnehaha Falls-Plymouth 1-16-19 / 10-19-21
Wash.-2AN-3rd-4AS-Wash.
MINNEHAHA FALLS
MINNEHAHA-PLYMOUTH
WASHINGTON-RIVERSIDE

Monroe & Lyndale; Monroe & Bryant 12-19-91 / 10-18-20
Broadway
Lyndale 11-28-90
Bryant Ave. 12-16-91
High St. loop
1897 and 1900-1901 lists: Monroe & Lyndale; Bryant Ave.
Monroe & Lyndale via Henn. Ave.; Bryant Ave. to/from Henn. & Wash.
1901-1906 transfers: Monroe, Lyndale & Bryant
Monroe & Lyndale: Lyn.-Henn.-Cent.; Bryant Ave.: Henn.-1st-1AN wye

MONROE-BRYANT
BRYANT to 38th

Nicollet & 1st Ave. South — 11-1-92 / 1893
High St. loop

Nicollet Ave. & Washburn Park — 1893 / 1894
High St. loop

Nicollet Avenue — 1-16-19 / 7-1-19
NICOLLET to HIGH
NICOLLET to 38th
NICOLLET to 50th
NICOLLET to 54th

Nicollet-2nd St. N.E. — 7-1-19 / 3-27-54
Marq.-High-Henn.
NICOLLET to 32nd
NICOLLET to 48th
NICOLLET to 54th
NICOLLET to 62nd 10-9-47
2nd ST. N.E.
2nd ST. N.E. to LOWRY

N. W. Terminal — 10-18-20 / 12-1-20
Henn.-High-Marq.-6th-Henn.

Nicollet-N. W. Terminal — 12-1-20 / 1-10-48
Marq.-High-Henn.
1921: over new track on E.Henn. between 8SSE and Johnson
N.W. TERMINAL

Nicollet-Monroe — 10-18-52 / 3-27-54
Marq.-1st-Henn.-Cent.

Oak St. & Bryn Mawr — 1897 list

Oak & Kenwood — 1900-1901 lists
Henn. Ave.

Oak & Hennepin — 1902 list / 5-2-10
Oak St. & Hennepin Ave.
Extended to Lake Harriet loop 5-2-10 (however see 6-1904 following).

Oak & Harriet, Oak-Harriet — 7-04or24-04 / 6-19-54
Hennepin
6-1904 OAK & HARRIET destination signs to be placed in
all cars at East Side Station.
Oak & Xerxes 10-4-13
OAK & HARRIET
OAK & XERXES
OAK-HARRIET
OAK-XERXES

Penn-Lake Nokomis — 12-1-20 / a few weeks

Plymouth Avenue — 12-31-91 / 1894
High St. loop

Plymouth & Bloomington — 1894 / 1-16-19
4th-1AS-Wash.
Bloomington Ave. (short line)
High St. loop
BLOOMINGTON AVENUE

Plymouth Ave. (short line)
11-22-12: Wash.-2AN-3rd-1AS-4th
PLYMOUTH & BLOOMINGTON
PLYMOUTH & BLOOM.
BLOOMINGTON AVE.

Plymouth-E. 25th St. 2-16-46 / 11-28-53
Wash.-5AS-5th-1AN-Wash.
PLYMOUTH-E.25 ST.-FORD PL.
PLYMOUTH-E.25 ST.-to 41
PLYMOUTH-E.25 ST.-to 45

Robbinsdale Extension 11-14-10 / 10-31-14

Robbinsdale 12-13-20 / 5-18-35
7SN-2AN-1AN-wye at 1AN & 11SN
ROBBINSDALE
BROADWAY to WASHBURN

Robbinsdale-Franklin 5-18-35 / 11-29-40
4AS-11th-1AN-2AN-7SN
ROBBINSDALE-FRANKLIN

St.Louis Park 11-12-06 / 10-31-14
5-16-07 extended downtown: Henn.-7th-1AN-6th-Henn.
CALHOUN BEACH 6-29-13

St.Louis Park & Robbinsdale 10-31-14 / 12-13-20
SB: Wash.-1AN-6th-Henn.; NB: Henn.-7th-1AN-Wash.
12-1-20: 7SN-2AN-1AN-11SN-Henn.
ROBBINSDALE-ST.LOUIS
CALHOUN BEACH

St.Louis Park 12-13-20 / 8-27-38
Henn.-11SN-1AN-6th-Henn.
ST, LOUIS PARK

Selby-Lake 5-21-06 / 7-11-53
6-29-06 to 10-8-07 to downtown: Henn.-6th-1AN-5th-Henn.
SELBY-LAKE
LAKE STREET
LAKE to 36th 9-25-21

Snelling-Minnehaha 6-21-09 / 10-19-21
5-2-10: Wash.-4AS-3rd-1AN-wye and return
1912: Wash.-4AS-3rd-1AN-Wash.-2AN-3rd-4AS-Wash.
10-31-14: 27AS-Frank.-4AS-11th-11th&Henn terminal
12-31-15: changed to 1912 route
1-7-16: changed to 10-31-14 route
SNELLING-MINNEHAHA
FORT SNELLING
MINNEHAHA FALLS
MINNEHAHA-PLYMOUTH
WASHINGTON-RIVERSIDE

University 6-14-91 / ?
High St. loop

University & Hawthorne 1892-1894 transfers
University, Hennepin & Hawthorne 1892 company record

University-Hawthorne-Como Ave. 1891 /1894-1896 transfers

University-Hawthorne-Oak St. 1891 / 1897

Wash. Ave. N. & Camden Place 9-10-90 / 1895 trfrs
Washington Ave. N.
Camden Place 1891; 1894-1896 transfers
High St. loop

Washburn Park & Camden Place 1894 / 6-25-10
1AS-Wash.
Nicollet Ave. 1894-1895 transfers
Camden Extension 12-1-99 (Lyndale Ave. N. from 42nd to 49th)
WASH. PARK & CAMDEN

Washburn Park & Columbia Heights 6-25-10 / 1-16-19
1AS-High-Henn.-Cent.
1st Ave. S. & Central / Nicollet & Central
Wash. Pk. & Col. Hts. / Nicollet & Col. Hts.
54th St. & Col. Hts.
WASH. PK. & COL. HEIGHTS
54th ST. & COL. HTS.
54th ST. & COL. HEIGHTS
1st AV. S. & CENTRAL
1st AV. to 31st ST.

W. Bdwy.-E.25th St. 12-1-20 / 10-20-21

Western Avenue 1-25-91 / 8-4-91
High St. loop

Western & 2nd St. N.E. 8-4-91 / 7-1-19
7SN-Henn.

Western-4th Ave. 7-1-19 / 1927
5th-1AN-7SN
12-1-20: 6th-1AN-7SN (LOOP signs: 4AS-5th-1AN-6th-4AS)
WESTERN-4th AVE.
GLENWOOD
WESTERN to ALDRICH

1st Avenue South 9-22-90 + Washburn Park 10-5-90 / 11-1-92
Wyed at 1AS & Washington; July 1891 changed to High St. loop
8-13-91 crosstown service on 1st Ave. S. and Nicollet Ave.
to 31st St. and on 31st St. to Hennepin Ave.

1st Ave. S. & 20th Ave. N. 1900/1901 lists / 6-25-10
(31st & Hennepin-31st-Nicollet-1st Ave.S.-Washington-20th-Penn to 32nd)
1st Avenue South (to 31st & Nicollet)
High St. loop
1 AVE SHORT LINE
1st Ave. S. end of the line apparently was separated 12-5-04 but no
explanation was provided.

1st Ave. S. & Grand (Grand Avenue at first) 11-18-07 / 8-14-09
Lake-Nicollet-1AS-3rd-1AN-Wash.-1AS

1st Ave. S. & Grand / Marquette & Grand 6-25-10 / 9-1-18
1AS to/from wye at 1AS & High St
1st AV. & GRAND

4th Avenue South 12-24-89 / 11-1-92
Wyed at 1AS & 3rd

4th Ave. S. & 6th Ave. N. 11-1-92 / 7-1-19
3rd St.-3AN-Wash.-6AN
1897: 3rd-Henn.-5th-6AN
As of 1915: 4AS-5th-6AN

4th Avenue South
5-2-10: 5th-1AN-wye and return
2-7-14: wye at 5th & 5AN
11-4-18: 5th-Marq.-6th-1AN-5th-4AS
11-7-18: 5th-5AN-wye and return
4th AVENUE WASHINGTON, 4th AVE. and 6th AVE. NORTH
4th AVE. S. & 6th AVE. N.
4th AVE. SHORT LINE
4th AVE. SO.

6th Avenue North 6-14-91 / 11-1-92
High St. loop

6th Ave. N.-E.25th St. 6-15-39 / 5-25-40
Wash.-5AS-5th
6 AVE. N.-EAST 25

7th-Minnehaha-Plymouth 10-19-21 / 9-11-32
Wash. AS/AN
7th-MINNEHAHA-PLYMOUTH
SEVENTH-M'HAHA
M'HAHA-7th-HAZEL PK. 8-1-27 / 8-11-32
Fort Snelling-Minnehaha-Plymouth 10-19-21 / 2-16-46
Wash.-4AS-3rd-2AN-Wash.
FT.SNELL.-M'HAHA-PLYM.
FT.SNELL.-MINNEHAHA
MINNEHAHA-PLYMOUTH
MINNEHAHA FALLS
FORT SNELLING

7th-Minnehaha-Hope 9-11-32 / 7-5-36
M'HAHA-7th-HOPE ST.

8th Avenue South 12-7-90 / 11-1-92
High St. loop

8th Ave. S. & Central 11-1-92 / 5-2-06
6th-Hennepin-Central
8th Avenue South (short line)
1900-01: 8AS-5th-Henn.-Henn.& Wash.
Columbia Heights [Extension]
8th AND CENTRAL AVS. 8th AVE. 6th STREET and CENTRAL AVE.
8 AVE. SHORT LINE

8th Ave. S. & Col. Hts. 5-2-06 / 6-25-10
NB: 6th-2AS-Wash.-Henn. SB: Henn.-5th-2AS-6th

8th Ave. S. & Emerson 6-25-10 / 8-3-14
6th-1AN-Wash.-20AN
8th Ave. S. & 20th Ave. N.
8th Ave. S. & Emerson
8th Ave. S. & Fremont from 1912
8th AV. S. & 20th AV. N.
8th AV. S. & FREMONT
8th AV. to LAKE
8th AVE. to LAKE

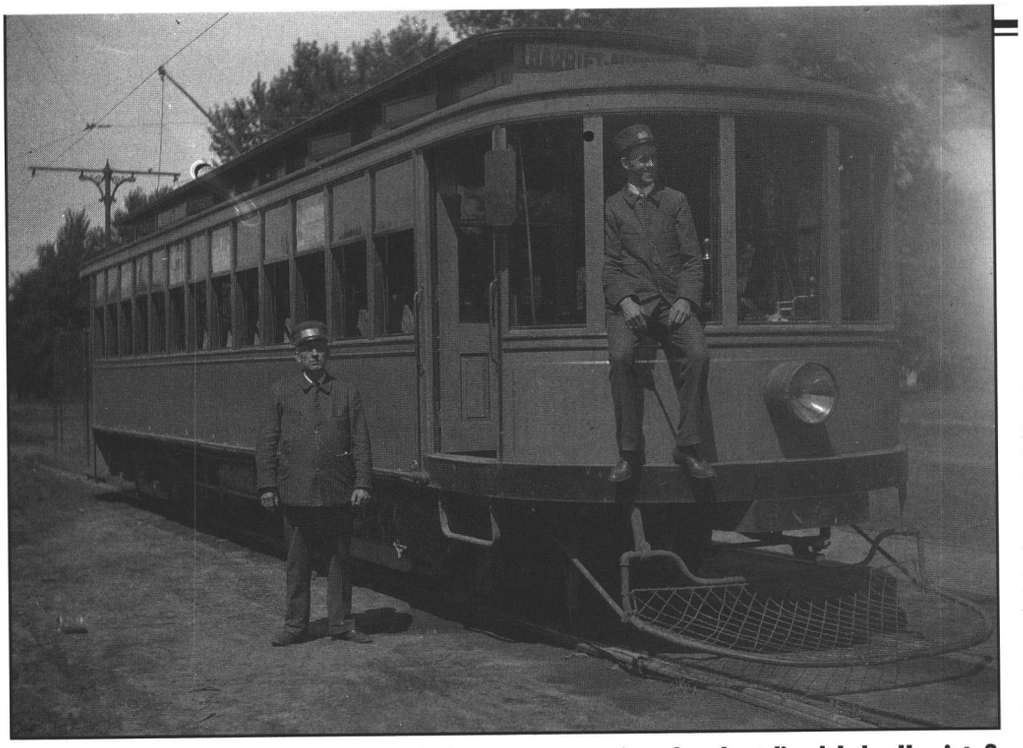
20th Avenue North 8-13-91 / ?
High St. loop
1892-1896 transfers

20th Ave. N. & Hennepin 1900 and 1902 records
20th Ave. to Harriet 1902 records

20th Ave. N. & Robbinsdale	11-5-06 / 11-14-10
28th Ave. S. & Camden	11-12-12 / 9-27-13
28th Ave. S.-N. Emerson Frank.-4AS-5th-1AN-Wash. 28 AVE. S.-N. EMERSON * plus some extra pullouts to 7-10-48 or 8-19-50	11-28-26 / 11-29-40*
28th Ave. S.-Robbinsdale Cedar-Wash.-5AS-5th-1AN-Wash.-Bdwy. 194?: Cedar-Frank.-4AS-5th-1AN-Wash.-Bdwy. 28 AVE. S.-ROBBINSDALE CEDAR to 42nd	11-29-40 / 7-10-48
28th Ave. S. Frank.-4AS-5th-wye at 5AN 28 AVE. S. to 50th 28 AVE. S. to 56th	7-10-48 / 8-19-50
34th Ave. S.-N. Bryant Wash. AS/AN 34 AVE. S.-N. BRYANT 38th-CAMDEN 46th-CAMDEN	11-28-26 / 8-2-47
34th Ave. S.-N. Washington Wash. AS/AN 34 AVE. S.-N. WASH.	8-2-47 / 8-19-50
34th Ave. So. Cedar-Lake-Bloom.-Frank.-4AS-5th-5AN wye 34th AVE. SO. to 46th 34th AVE. SO. to 54th CEDAR to 42nd	8-19-50 / 4-19-53
42nd Ave. S.	9-25-21 / 11-19-23

AVERY®
POLY VU

A double truck open car of the "Lake Harriet" line on Hennepin Ave. at Dupont or Emerson Ave. in the late 1890's. Hennepin Ave. was then a boulevard from Groveland Ave. to Lake St. (Minnesota Historical Society collection)



Everett Jones, seated in the front window. He is running the short-lived Lake Harriet & Minnehaha Falls line, a summer crosstown service that connected the two places on Sundays and holidays only from 1902 to 1906.

Bottom right: Two views of the "Fort Snelling Extension" line, later known as the "Fort Snelling Stub", looking south on October 14, 1951, near the reservation barracks. (Edwin H. Nelson)

Bottom left: The Minnehaha Falls right-of-way looking north; note the ornamental iron overhead poles between the tracks. The Milwaukee Road's Minnehaha depot, built about 1875, is visible between the trees in left center. (William J. Olsen)

ST.PAUL CAR LINES

"&" replaced by "-" July 1912

Cherokee Heights 11-8-20 / 6-1-32
Wabasha-5th-Sibley-wye at 5th & Sibley
CHEROKEE HEIGHTS

Como Avenue 2-28-91 / 7-1-98
Wabasha-5th-Robert-8th-Wabasha
Como Ave. Extension 9-7-92

Como-Interurban, Como-Interurban-Harriet, Como-Harriet 7-1-98 / 7-11-53
Wabasha-5th-Robert-8th-Wabasha
COMO INTERURBAN HARRIET
COMO PARK
COMO-HARRIET
COMO AVE. to EUSTIS

Dale-Forest, Dale-Phalen 10-23-14 / 10-30-48
W. & E. 7th St.
DALE
DALE ST.
DALE-FOREST
DALE-PHALEN

Dale St. 10-30-48 / 5-3-52
W.7th-4th-Broadway-5th-Rosabel-4th-W.7th
DALE-MARYLAND
DALE-WHEELOCK

East Seventh Street Cable 6-14-89 / 9-1-93

Forest St. 11-10-13 / 10-23-14
E.7th-Cedar-8th-Wabasha-E.7th

Ft. Snelling-7th-Hope 7-5-36 / 12-2-39
W. & E. 7th St.
SEVENTH
FORT SNELLING
HOPE-W.7-47 AV

Grand Avenue 2-22-90 / 1902
Grand & West 7th 5-1-90 list
EB: 7th-Wabasha-5th-wye @ 5th & Wacouta;
WB: 5th-Robert-8th-Wabasha-7th
Grand Ave. & Groveland Park 1896 list
7th-Wabasha-5th-Robert-8th-Wabasha-7th

Grand & Lafayette 1902 / 7-31-09
LAF. & GROVE. PARK
GRAND & GROVELAND
PHALEN PARK 7-16-05

Grand Ave. 7-31-09 / 11-8-20
W.7th-4th-Rosabel-3rd-Broadway-4th-W.7th
GRAND AVE.
GRAND to CRETIN
GRAND to CAMBRIDGE
GROVELAND
GROVELAND PARK (1917)
GRAND to SNELLING

Grand Ave. 8-1-27 / 8-11-32

W.7th-4th-Rosabel-3rd-Broadway-4th-W.7th

Grand-Hazel Park, Grand-Mahtomedi 8-11-32 / 9-11-32
W. & E. 7th
GRAND-HAZEL PARK
GRAND-MAHTOMEDI

Grand Ave. 9-11-32 / 12-2-39
W.7th-4th-Rosabel-3rd-Broadway-4th-W.7th
GRAND AVE.
GRAND to SNELLING

Grand-Mississippi 12-2-39 / 11-1-52
W.7th-4th-Broadway
GRAND-MISSISSIPPI

Hamline 7-1-98 / 1903
Wabasha-5th-wye at 5th & Sibley
HAMLINE

Hamline & Jackson 1903 / 10-8-07
6-29-06: Wabasha-5th-Jackson

Hamline-Union Depot 10-8-07 / 11-8-20
Wabasha-5th-Robert-3rd-Sibley-5th-Wabasha
HAMLINE-UNION DEPOT

Hamline-S. Robert 11-8-20 / 10-29-38
Wabasha-5th-Robert
HAMLINE-SO. ROBT.

Hamline-Stryker 10-29-38 / 12-2-39
Wabasha
HAMLINE-STRYKER

Hamline-Cherokee 12-2-39 / 11-1-52
Wabasha
HAMLINE-CHEROKEE

Hazel Park established by 5-1912 / ?
1903: destination sign HAZEL PARK to WABASHA
5-1912: E.7th-Cedar-8th-Wabasha-E.7th

Interurban, St.Paul-Minneapolis 11-2-90 / 10-31-53
Wabasha-5th-Robert-8th-Wabasha
MINNEAPOLIS & ST.PAUL
ST.PAUL & MINNEAPOLIS
CITY LIMITS (1919 and 1938)
UNIV. to CITY LIMITS

Jackson & Mississippi 5-12-92 / 1893

Jackson Street 1893 / 1903
To/from 5th & Jackson
JACKSON ST.

Jackson & Stryker 10-8-07 / 11-8-20
Jackson-5th-Wabasha
JACKSON-STRYKER

Jackson-Stryker 7-13-32 / 10-29-38

Lafayette Avenue 2-13-91 / 2-28-91

Lafayette & Rondo 2-28-91 / 1902
Broadway-5th-Robert-8th-Wabasha
As of 1900: Broadway-5th-Wabasha
LAFAYETTE & RONDO

Lexington Avenue 1-13-91 / 7-13or31-91
Apparently wyed at 5th & Wacouta

Maria Avenue Extension 2-28-91 / 9-1-93

Maria Avenue 9-1-93 / 1902
To/from 7th & Wabasha

Maria-Ft.Snelling-47th Ave. 12-2-39 / 5-17-52
W. & E. 7th St.
MARIA-FT.SNELL.-47 AV.
MARIA to BURNS
Cutback to Ft.Snelling wye 4-15-50

Merriam Park Extension 9-25-91 and 10-28-91 / 8-3-98

Merriam Park 8-3-98 / 11-8-20
Fourth St.: 1900 list
4th-Broadway (sic)
As of 1906: 4th-Broadway-5th-Rosabel-4th
As of 1915: 4th-Rosabel-3rd-Broadway-4th
MERRIAM PARK

Merriam-Mississippi 11-8-20 / 6-1-32
4th-Broadway

Merriam Park 6-1-32 / 8-27-38
4th-Broadway-5th-Rosabel-4th
MERRIAM PARK

Minnehaha-7th-Hope 9-11-32 / 7-5-36
W. & E. 7th St.
M'HAHA-7th-HOPE ST.

Mississippi & Wabasha 5-18-90 and 10-1891 / 1892
W.7th & Mississippi St.: 1892 record

Mississippi, Wabasha & West St.Paul 1892 list (before May)
13th-Jackson-5th-Robert-8th-Wabasha-Winifred

Mississippi & West St.Paul 1893 / 7-19-15
Wabasha-5th-Broadway
MISS. & WEST ST.PAUL

Mississippi & Cherokee Hts. 7-19-15 / 11-8-20
Wabasha-5th-Broadway
MISS.-CHEROKEE HTS.

Mississippi-Cherokee Hts. 6-1-32 / 12-2-39
Wabasha-5th-Broadway
MISSISSIPPI-CHEROKEE HTS.
MISSISSIPPI to BURR ST.

Payne Ave., Payne-Phalen 7-5-05 / 11-8-20
To/from the Main Ave. loop on 7th St
PAYNE
PAYNE-PHALEN
PAYNE to DULUTH

Payne-Groveland 11-8-20 / 8-1-27
PAYNE AVE.
PAYNE-GROVELAND

Randolph St. Extension 10-1-91 / 1900

Randolph Ave. 7-14-06 / 6-21-09

Randolph-Hope 6-21-09 / 6-1-15 and
W.& E. 7th St. 8-1-27 / 9-11-32
RANDOLPH-HOPE

Randolph Extension 6- -16 / 6-8-21

Randolph-Hazel Park 6-8-21 / 8-1-27 and
W. & E. 7th St. 11-3-51 / 5-17-52

Randolph-Hazel Park-Mahtomedi 9-11-32 /11-3-51
W. & E. 7th St.
RANDOLPH-HAZEL PARK
RANDOLPH to CLEVELAND
HAZEL PARK-MAHTOMEDI
HAZEL PARK-NO. ST.PAUL
HAZEL PARK-WILDWOOD

Rice & Wabasha 1-1-90 electrification
supposedly completed but did not operate until 1891.

Rice & Concord 1-14-91 and 2-28-91 / probably 11-8-20
SB: Wabasha-5th-Robert NB: Robert-8th-Wabasha
As of 1900: Wabasha-5th-Robert both directions.
Rice St. Extension 1892
RICE & CONCORD

Rice & State 2-28-91 / 11-4-14
As of 1900: Wabasha-5th-Robert
State St. Extension: 1892 list
RICE & STATE

Rice-So.St.Paul & Inver Grove 7-28-09 / 11-8-20
Wabash-5th-Robert
RICE-CONCORD
INVER GROVE
RICE
CONCORD
SOUTH ST.P.-MARIE
SOUTH ST.P.-6th

Rice-Stryker 11-8-20 / 7-13-32

Rice-South St.Paul 7-13-32 / 5-17-52
SB: Wabasha-5th-Robert; NB: Robert-9th-Wabasha
RICE-SO.ST.PAUL
SO.ST.PAUL-6th
SO.ST.PAUL-INVERGROVE
SO.ST.PAUL-FAULKNER

Rondo & Maria 1902 / 12-2-39
Wabasha-E.7th
Burns Ave. Extension 7-1-14 / 9-23-31
RONDO-MARIA

Rondo-Stryker 12-2-39 / 1-24-48
Wabasha

RONDO-STRYKER

Selby Avenue Cable 1-21-88 / 6-3-98

Selby Avenue 8-3-98 / 5-21-06
4th-Broadway-5th-Rosabel-4th
SELBY AVE.
SELBY AVENUE

Selby Ave. Extension 5-27-05 / 5-21-06

Selby-Lake 5-21-06 / 7-11-53
4th-Broadway-5th-Rosabel-4th
7-31-09? (by May 1912): 4th-Rosabel-3rd-Broadway-4th
1940: 4th-Broadway-5th-Rosabel-4th
SELBY-LAKE
SELBY AVENUE
SELBY to SNELLING
TO SNELLING AVE.
TO PRIOR

Snelling Ave. 9-2-05 / 6-21-09 and
SNELLING AVE. 6-8-21 / 9-6-52
SNELLING to COMO
SNELLING to RANDOLPH

Snelling Ave.-E.7th St. 6-1-15 / 6-8-21
W. & E. 7th St.
Snelling Ave.-Hazel Park 10-15-17
To/from Main Ave. loop on W.7th
SEVENTH-SNELLING
SEVENTH-RANDOLPH
HAZEL PARK
SNELL. AVE.-HAZEL PARK
SNELLING to GRAND
SNELLING to ST.CLAIR
SNELLING to RANDOLPH

Snelling-Minnehaha 6-21-09 / 10-19-21
W. & E. 7th St.
SNELLING-MINNEHAHA
SEVENTH
FORT SNELLING

South St.Paul & Inver Grove 7-22-05 and 8-1-05 / 7-28-09 and
11-8-20: Robert-8th-Wabasha-5th-Robert 11-8-20 / 7-13-32
SOUTH ST.PAUL
INVER GROVE

St. Anthony Park & Hamline 7-13or31-91 / 7-1-98
Lexington Ave.
Hamline & St.Anthony Park: 1896 list
Apparently wyed at 5th & Wacouta

St.Clair-Hope 6-1-15 / 8-1-27
W. & E. 7th St.
ST.CLAIR-HOPE
ST.CLAIR to SNELLING

St.Clair-Payne 8-1-27 / 10-30-48
W. & E. 7th St.
ST.CLAIR-PAYNE
ST.CLAIR-MARYLAND

St.Clair-Payne-Phalen 10-30-48 / 9-6-52
W. & E. 7th St.
ST.CLAIR-PAYNE-FOREST
ST.CLAIR-PAYNE-PHALEN

Stryker Ave. 7-1-94 / 10-8-07
To/from 5th & Wabasha

Union Depot Loop 11-1-98 / 10-8-07
Wabasha-5th-Robert-3rd-Sibley-5th-Robert-8th-Wabasha

Wabasha & West St.Paul 12-31-90 / 1893

Western-S. Robert 11-4-14 / 11-8-20
Wabasha-5th-Robert
WESTERN-S. ROBERT

Western-Jackson 11-8-20 / 7-13-32
Wabasha-5th-Jackson

Western Ave. 7-13-32 / 8-23-41
WESTERN AVE.

7th St. 2-28-91 + Fort Snelling 10-27-91 / 6-21-09
West 7th St.: 1892 list
7th-Wabasha-5th-Robert-8th-Wabasha-7th
West 7th St. Extension: 1892 list
E. & W. 7th St. 9-1-93 replacing E. 7th St. Cable
Seventh St., Fort Snelling: 1896 list
7th STREET
SEVENTH ST.

W. 7th & Mississippi St. late 1892 record

7th-Minnehaha-Plymouth 10-19-21 /9-11-32
W. & E. 7th St.
8-11-32: W.7th-4th-Rosabel-3rd-Broadway-4th-W.7th
7th-MINNEHAHA-PLYMOUTH
SEVENTH-M'HAHA
M'HAHA-7th-HAZEL PK. 8-1-27 / 8-11-32

LAST RUNS ON TCRT STREETCAR LINES

TRIP SHEET DATES ARE GIVEN, and are the same as the final days on which complete streetcar service was operated. When "a.m." time is shown for night run, it is actually on the following day. "Last runs" other than in regular scheduled service are listed separately at the end.

FRANKLIN AVE, ROBBINSDALE-FRANKLIN LINE, Friday, Nov. 29, 1940.
WEST: N.S. 1199, 27th-Yale 1258, 11th-Henn 117, via Emerson-Bdwy, PI 133.
EAST: E.S. 1191, 42nd-Bdwy (Robb) 1233, 1 Av N & 8th St 103, 27th-Yale 124, via Oak St. line, PI 137 a.m.

NORTH BRYANT, 34 AV.S.-N.BRYANT LINE, Friday, Aug. 1, 1947.
N.S. 1665, Charlie Hysell #1283. Henn-Wash 1230, 52-Bryant 1254,PI 107 am.

ROBBINSDALE SINGLE TRACK, 36th to 42nd & Bdwy, Fri Oct. 10, 1947.
N.S. car unknown, Henn-5th 2 a.m., 42nd-Bdwy 226, PI 242.

ROBBINSDALE, Friday, July 9, 1948.
N.S. 1780, E. H. Nelson #1135. 56th-28th 119, Henn-5th 200, 36-France 221, PI 236 a.m.

NORTH EMERSON, 28 AV.S.-N.EMERSON LINE, Friday Aug. 18, 1950.
Lake 1701, Harold Nelson #1797. 56th-28th 639, Henn-5th 717, 36-Fremont 745, Henn-5th 805, PI 827 (Friday morning).

28TH AVE. SOUTH, Friday Aug. 18, 1950.
Last to 28th-56th, the 1142 at Henn-5th, unknown.
Last to 42nd-Cedar, Lake 1446, M/M 1818, Henn-5th 200, 42nd 251,PI 259 a.

34TH AVE. SOUTH, OLD ROUTE via Cedar, 35th, 23 Av, 38th, 42 Av etc., Friday Aug. 18, 1950.
Last to 34th-54th, Lake 1415, L. E. Jorgensen #1923, Henn-Wash 1140, 54th-34th 1215, PI 1233 a.m.
Last to 38th-28th, Lake 1763, K. J. Knudson #2117, Henn-5th 300, 38th-28th 332, PI 339 a.m.

BROADWAY CROSSTOWN, Sunday April 16, 1950.
N.S. 1595, Robert Musolf #1365. 19th-Upton 1235, Bdwy-Jackson 101, 19th-Upton 120, PI 132 a.m.

HOPKINS (Brookside to Hopkins), Friday Aug. 3, 1951.
E.S. 1296, Arvard Pentz #453. Henn-Wash 1200, 54-France 1238, 44-France 1243, Hopkins 106, City Limits 119, PI 147 a.m.

MAHTOMEDI? Friday, Nov. 2, 1951.
Dul. 1238, Andrew P. Reis. Ford Plant 1230, 7th-Wab 100, Ivy 125, Mahtomedi 154, Ivy 220, PI 229 a.m.

COL. HTS. (from 40th-Van Buren to 40th & 5th St) Monday July 16, 1951.
Last official: E.S. 1306, Floyd A. Sawdy #369, 40th-5th 710, Van Buren 713, to 48th or 54th?
Unofficial: Lake 1773, L. E. Jorgensen #1923, 40th-5th 746, Van Buren 749, Bloomington to Lake.

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LAST RUNS ON TCRT STREETCAR LINES

FREMONT AVE. NORTH (36th-Fremont to 44th-Oliver), Friday May 16, 1952.
N.S. 1586, Sam Tifft #1663. 54-Chicago 1227, Henn-8th 103, 44th-Oliver 128, PI 146 a.m.

RANDOLPH-HAZEL PARK, Friday May 16, 1952.
HAZEL PARK: Dul. 1545. Ford Plant 1206, 7th-Wab 1230, Hyacinth 1253, PI 102 a.m.
RANDOLPH: Snelling 1517, Herman Janssen #2591. Hyacinth 1207, 7th-Wab 1230, Ford Plant 1258, PI 116 a.m.

MARIA-FORT SNELLING, Friday May 16, 1952.
MARIA: Dul. 1553, Ft. Snell. 1210, 7th-Wab 1230, Burns & English 1245, 7th-Wab 100, Main St. Loop 103, PI 116 a.m.
FORT SNELLING: Dul. 1529, W. M. Charpentier #3297. Burns & English 1215, 7th-Wab 1230, Fort Snelling 1254, 7th-Wab 114, PI 127 a.m.

RICE-SOUTH ST. PAUL, Friday May 16, 1952.
RICE: Dul. 1635. Inver Grove 1159, 6th-Robt 1230, Rice & Ivy 1247, 7th-Wab. 100, via 5th & Bdwy, PI 118.
SOUTH ST. PAUL: Dul. 1633, B. T. Leach #3379. Rice & Ivy 1217, 7th-Wab 1230, Inver Grove 1258, 6th-Robt 122, PI 134 a.m., LAST CAR INTO DULUTH AVE. STATION.

FRANCE AVE. (Como-Harriet line), Monday Aug. 11, 1952.
LAST TO 54-FRANCE: E.S. 1756 (2-man). Henn-Wash 922, 54th 1002, to Yale.
LAST TO 51-FRANCE: E.S. 1794 (2-man). Henn-Wash 932, 51st 1014,to 6-Robt.

ST. CLAIR-PAYNE-PHALEN, Friday Sept. 5, 1952.
ST. CLAIR: Snelling 340. Phalen Park 1207, 7th-Wab 1230, St. Clair & Cleveland 1256, PI 108 a.m.
PHALEN PARK: Snelling 429. Cleveland 1210, 7th-Wab 1230, Phalen Park 1253, 7th-Wab 114, actual route via St. Clair to Snelling, PI 136am. Henry J. Rohloff #2977.

SNELLING AVE. CROSSTOWN, Friday Sept. 5, 1952.
Snelling 1599, Mike Greenman #2571. Highland Pkwy 1252, Univ-Snell 104, Como-Pascal 120, Hamline & Hoyt 129, Univ-Snell 141, Highland Pkwy 154, PI 206 a.m.

GRAND AVE., Friday Oct. 17, 1952.
Nic. 386, Cy Gibson #943. 48th-Grand 1133, 2nd-Marq 1202, 27th Av NE 1236, 5th-Marq 102, 48th-Grand 123, PI 134 a.m.

HAMLINE-CHEROKEE, Friday Oct. 31, 1952.
Snell. 422, O. W. Anderson #2781. Univ-Prior 1136, 7th-Wab 1200, Smith & Annapolis 1215, 7th-Wab 1230, Univ-Prior 1255, via M'haha-Snell, PI 103 a.m.

GRAND-MISSISSIPPI, Friday Oct. 31, 1952.
GRAND AVE: Snell. 1495. 4th-Bdwy 1224, 4th-Wab 1230, Grand & Cretin 1254, PI 104 a.m.
MISSISSIPPI ST: Snell. 360, E. L. Major #3791. Grand & Cretin 1206, 4th-Wab 1233, Payne & Nebraska 1253, 4th-Wab 112, PI 133 a.m.

LAST RUNS ON TCRT STREETCAR LINES

BLOOMINGTON-COL. HTS. (portions of old route between 5th & Central and 15th Ave. & Franklin), Friday Aug. 22, 1952.
Lake 1833. 37th & Central 1234, 2 Av S-4 St 105. Thereafter, hourly south end owl trips; last one on old route, 54-Bloom 429, via 4 St-Marq-2 ~~Av~~ St-2 Av S, 2 Av S-4 St 505 a.m. Saturday, to 54-Bloom.

BLOOMINGTON-COL. HTS. Friday Feb. 20, 1953.
CENTRAL AVE: --E.S. 349 last scheduled, Kenneth Goehringer #202. From 54: 2 Av S-Wash 1225 (1230 lineup), 37-Central 1253, PI 107 a.m.
--Last actual, E.S. 339, Dale Rostomily #12. From 6th St. loop, 2 Av S-Wash 100 lineup, 37-Central about 135, PI 150 a.m.
BLOOMINGTON: --Last going south: Lake 1768, D. H. Elmhurst #1812. 37-Central 1208, 6th-Marq 1233 (actual 1247), due 54-Bloom 101 & PI 116; actually ran to Parkway, backed to 48-Bloom 130, PI 137.
--Lake 1776. South ahead of car 1768, due 54-Bloom 1233, PI 1248; actually left 54-Bloom last car there, about 132, PI about 140 a.m.

NORTH WASHINGTON (CAMDEN), Friday April 17, 1953.
N.S. 1576, Richard Ryan #1202. 54 St-47 Av 1159, Henn-Wash 1230, 42nd Av. N. 1248, PI 1256 a.m.

34TH AVE. SOUTH, Friday April 17, 1953.
Lake 1223, Loyal Froseth #1706. 34th-54th 113, Henn-5th 145, 5th & 5th 154, Henn-5th 200, 34th-54th 244, PI 302 a.m.

CHICAGO-PENN-FREMONT, Friday July 10, 1953.
PENN: N.S. 1174, Helmer Syverson #1243. 54-Chicago 1201, Henn-6th 1234, 42nd-Thomas 100, PI 118 a.m.
FREMONT: N.S. 1582, Joseph Koes #1423. 54-Chicago 1227, Henn-6th 101, 36th-Fremont 118, PI 130 a.m.
CHICAGO: N.S. 1590, Arnold Nordahl #1609. 42nd-Thomas 1207, Henn-8th 1236, 54-Chicago 101, via 6 St-1 Av N-Wash, PI 136, LAST CAR INTO NORTH SIDE STATION.

COMO AVE. (in St. Paul), Friday July 10, 1953.
E.S. 1297, Lawrence Kevelin #263. Henn-Wash 1230, City Limits 1248, 7th-Wab 115, 6th-Robt 119, City Limits 148, PI 202 a.m.

SELBY-LAKE, Friday July 10, 1953.
LAKE ST: Lake 1241. 4th-Bdwy 1231, City Limits 1257, Lake & Girard 118, PI 130 a.m.
SELBY: Lake 1240, Edwin Jacobsen #115. Lake & Girard 1248, City Limits 107, 4th-Bdwy 140, City Limits 206, PI 214 a.m.

INTERURBAN (St. Paul end), Friday Oct. 30, 1953.
Snelling 308, Merle Sells #3061. Henn-5th 1238, City Limits 1254, Univ-Snell 103, 7th-Wab 118, 6th-Robt 122, PI 141 a.m.

INTERURBAN (Minneapolis end), Friday Nov. 27, 1953.
Snelling 1509, Clarence O. Perry #2686. City Limits 1259, 5th-5th 118, Henn-5th 120, City Limits 136, PI 145 a.m.

LAST PCC SERVICE IN THE TWIN CITIES, Friday Nov. 27, 1953.
E.S. 403, Earl H. Schaapveld #455. Glenwood Park 1150, Henn-6th 1204, 4 Av-48 St 1233, Henn-6th 1253, PI 103 a.m.

LAST RUNS ON TORT STREETCAR LINES

BRYANT-JOHNSON, Friday Nov. 27, 1953.
JOHNSON ST: E.S. 1788, Adrian Myers #1265. 56-Bryant 1159, Henn-Wash 1230, 33-Johnson 1253, PI 111 a.m.
56-BRYANT: Lake 1556, 1st & 1st 1213, Henn-Wash 1215, 56-Bryant 1247, PI 111 a.m. Abraham Block #1722.
54-PENN: Lake 1744, Conrad Fritz #1227. 33-Johnson 1209, Henn-Wash 1230, 54-Penn 105, PI 131 a.m.

MINNEHAHA-FORT SNELLING, Friday Nov. 27, 1953.
M'HAHA FALLS (51st St): Lake 1621, Eric Erickson #2215. 2 Av N-3 St 708, Henn-Wash 710, 51st St. 739, PI 752.
47 AVE-54TH ST: Lake 1382, Woodrow W. Raymond #1714. 2 Av N-3 St 1158, Henn-Wash 1200, 54th & 47th 1233, PI 1250a.m.
LAST IN LOOP: Lake 1415, M. F. Jacobs #672. From 54th & 47th, 2 Av N-3 St 1228, Henn-Wash 1230, 27 Av & Lake relief 1246, PI 1249a.m. actually in to station later than car 1382.

PLYMOUTH-E. 25TH ST., Friday Nov. 27, 1953.
[redacted] 1592, E. H. Nelson #177. Ford Plant 1158, Henn-5th 1232, Plymouth & Sheridan 1246, Henn-5th 100, Ford Plant 132, PI 149, LAST CAR INTO LAKE ST. STATION.

GLENWOOD-4TH AVE. SO., Friday March 5, 1954.
GLENWOOD: E.S. 1382, William W. Spece #2257. 48th-4 Av 1205, Henn-6th 1232, Glenwood Park 1245, relief 1 Av N-6th 1256, PI 105a.m.
4TH AVE: E.S. 1580, Kenneth Brooks #1815. Glenwood Park 1221, Henn-6th 1233, 48th-4 Av. 1254, Henn-6th 114, PI 124a.m.

NICOLLET-2ND ST. NE.-MONROE, Friday March 27, 1954.
MONROE: E.S. 1549, Louis Rivet #134. 54-Nic 1200, Marq-Wash 1232, 27th Av. NE. 1250, PI 103 a.m.
2ND ST. NE: E.S. 1625, Wil[redacted] S. Peare #2177. 62-Nic 1156, Marq-Wash 1232, 30th & Grand 1251, PI 105 a.m.
NICOLLET: E.S. 1327, Arne Koland #236. 30th & Grand 1212, Marq-Wash 1232, 62nd & Nicollet 105, 2nd-Marq 129, PI 136 a.m.

INTER CAMPUS SPECIAL, Friday June 18, 1954.
E.S. 1302, M/M Chris Hagen #441, C/R Al Jydstrup #3226. Univ. Campus 650, Farm School 710, PI 733 p.m.

LAST REGULAR PULLOUT FOREVER, Friday June 18, 1954.
E.S. 1326, Anton Gunnard #185, Pull Out 529 p.m., to Brookside.

COMO-OAK-HARRIET, Friday June 18, 1954.
LAST ORDINARY 2-MAN SERVICE: E.S. 1820, M/M Frank Heier #819, C/R Matthe Champlin #3240. 1st-1st 135, 50-Penn 218, 4-E. Henn. relief 256 to Eustis
AT 1st & 1st: E.S. 1301 wyed out there at 859 p.m.
[redacted] 1848, Donald Boucher #399. 44-France 1208, Henn-Wash 1230, Como & Eustis 1257, PI 114 a.m.
OAK ST. & SOUTHEAST: E.S. 1621, Kenneth Mellin #119. 50-Penn 1232, Henn-5th 100, Oak & Beacon 114, PI 124.
BROOKSIDE: E.S. 1546, Arvid Anderson #248. Como & Eustis 952, Henn-Wash 1011, City Limits 1039, Brookside 1051, Henn-Wash 1123 to Eust
COMO WEST: E.S. 1311, Chauncey Okins #243. Eustis 1212, Henn-Wash 1230, 44-France 100, PI 128 a.m.
OAK WEST: LAST REGULAR STREETCAR OF TWIN CITY LINES: E.S. 1301, Donald Geng #182. Beacon 1218, Henn-Wash 1230 (followed car 1311), 50th & Penn 102, Pull In 134 a.m.

LAST RUNS ON TORT, OTHER THAN REGULAR CARS

SUNDAY MAY 18, 1952. E.S. 1271 M.R.A. CAR. E. H. Nelson #177.
MARIA-FORT SNELLING: From Fort Snelling to Burns & English to Duluth Station. RANDOLPH-HAZEL PARK: From Duluth Station to the Ford Plant. CHICAGO-FREMONT: from 36-Fremont to 44-Oliver and back.

SUNDAY JULY 12, 1953. E.S. 1269 M.R.A. CAR. Lake M/M E. H. Nelson #177.
COMO AVE. ST. PAUL: From Eustis to St. Paul loop (via Wabasha to 4th St.) SELBY-LAKE: From 4th & Wabasha to 36th & Lake.

SUNDAY NOV. 1, 1953. E.S. 406 M.R.A. CAR. Lawrence Opelia #191.
INTERURBAN: Last ever east of Snelling Station and in downtown St. Paul, east on University, Wab-5th-Robert loop, west on Univ. (Also ran to 54-Chicago, from and to 6th & Henn, not last run.)

LAST ONCE-A-WEEK STREETCARS, of 20 weeks of such operation: 1953:
LAKE ST: Thurs Nov 26, Lake 1306, Conrad Fritz #1227. PO Lake St 300, (last run west of Lyndale), Girard & Lake 329 p.m., Lyndale & Lake 332, to Loop via Lyndale.
FREMONT: Thurs Nov 12, E.S. 369, Ernest Olson #613. Bdwy-Emerson 1242 (from Penn), 36-Fremont 1250, Henn-8th 106, via 8 St- 2 Av S- 5 St- 1 Av N- 1 St-Henn, PI 126 a.m.
--Thurs Nov 19, E.S. 403, same M/M & schedule, blocked at 23-Emerson, backed to Broadway, half-wyed, looped and pulled in.
PENN: Thurs Nov 26, E.S. 1314, Ernest Olson #613. 1st Av N & 6th St 1255 (from Glenwood), via 1 Av N to 8 St, via Penn line, 42-Thomas 130, Bdwy-Emerson 145, 8th-Henn 155, see Fremont route, PI [illegible] a.m.
CHICAGO: Thurs Nov 26, E.S. 1324, Chester Montgomery #54. 1st Av N & 6th St. 114 (from 4 Av-48th), via 6th, 54-Chicago 135, via 6th-Henn, PI 210 a.m.

SUNDAY MARCH 7, 1954. E.S. 1269 M.R.A. CAR. E. H. Nelson #177.
(Via Marq from 2nd to 6th), from Marq & 6th to Glenwood Park, to 48th St. & 4th Ave, to 6th St. & 1 Av N.

COMPANY'S SPECIAL LAST RUN, Friday June 18, 1954. Oldest streetcar, E.S. 1166, M/M with highest seniority, Arthur Orrben #1205. PO 1147, Eustis 1212 (followed car 1311), Henn-Wash 1230 (followed car 1301), to Brookside, to E.S. Station. Any paying passengers allowed.

SATURDAY JUNE 19, 1954. M.R.A. CARS. E.S. 1300, Kenneth Mellin #119. E.S. 1775, M/M unknown. Pullout to Beacon, 1300 last. Beacon to 15th & 4th, 1775 last. 15th & 4th to Univ. Campus to Farm School to Brookside, 1300 last. (Two trips made 44-France to Brookside). Brookside to Henn-Wash to Snelling Shops, 1775 last. Snelling Shops to East Side Station, 1300 last.

LAST CAR TRANSFERRED FROM EAST SIDE TO SNELLING SHOPS: Tuesday June 22. Car 1756 (followed car 1382). 1756 driven by Mr. Herbert P. Jacobson. --Several nights later, said Will Reeves, car 1767 made midnight run to City Limits on errand concerning electricity supply.

Last OK car left in Snelling yards, 1316. Last car dismounted from trucks, 1775. Last burning of O.K. cars, seven cars on Aug. 13; of stored car bodies, eleven cars on Nov. 30. Last dismounted body at Snelling, 1238, still there at end of 1954. LAST COMPLETE O.K. CAR, 1300, given to M.R.A. Sept. 17, 1954.

DESTINATION SIGNS

DESTINATION SIGNS

Passenger cars were equipped with roller destination signs having thirty readings per roll. Each car station had a certain series of readings on its signs, so that when cars were re-assigned to other car stations, the destination sign rolls had to be removed and replaced. Each car carried three sign rolls, all displayed in the deck roof, one at the front and one on each side near the rear of the car. Black letters on white background was the standard practice, except for the lightweight cars which had white letters on black background. The PCC cars arrived with their signs having white letters on black background. Thereafter all new or replacement signs for standard cars had white letters on black background.

When the first front exit cars were placed in operation, wood signs were introduced with the words ENTRANCE on one side and EXIT ONLY on the other side. They were painted yellow and black; yellow letters on black background on one side, and black letters on yellow background on the other side. They were placed in brackets located on the right inside front vestibule window. EXIT ONLY was the normal reading for local cars. However on the inter-city lines between Minneapolis and St.Paul, ENTRANCE was used on inbound cars in either city, the signs being changed by the motorman at the city limits (pay enter outbound, pay leave inbound).

As lines were extended or new wyes built similar wood signs were put in use, black letters on yellow background, lettered for the new destination as an adjunct to the roll signs, and placed in brackets in the inside front center vestibule window. Some of these wood signs were only temporary until the proper additions could be made to the sign rolls. Others became permanently used as an aid to the identification of the cars' destinations.

In the early years of electrification all lines operated around the High St. loop in downtown Minneapolis, and some later "looped" through downtown on various other streets. Similar circumstances existed in St.Paul. Thus the destination sign reading LOOP was used on short line cars that would "loop" through the downtown district. The loop route was not displayed on the cars so passengers had to learn from experience just where the cars ran downtown.

A typical example of the destination roll readings is the list that went into effect October 24, 1919, appended. The readings are in the exact sequence specified by the general superintendent.

There was one set of readings for all cars at Nicollet Station, and one set for all cars at North Side Station. High-speed Suburban cars 1112-1123, 1145-1163, and 1255-1265 for the Lake Minnetonka Division assigned to East Side Station and for the Stillwater Division assigned to Duluth Ave. Station had special sets of signs for the suburban runs plus a few local signs to be used during the winter months by those cars that lost their high-speed trucks and motors to the snow plows. For example Lake Minnetonka Division cars always had signs for the KENWOOD line, and Stillwater Division cars had signs for RONDO-MARIA line.

At Snelling, East Side and Lake St. Stations there were different sets of signs for "fast cars" and for the older "slow cars". Because of continual changes in trucks, motors and controllers, only a general summarization is possible here. "Fast cars" had G.E. 200, 203, 213, and 216 motors: 1166-1195 and 1288-1854. "Slow cars" had G.E. 67, 70 and W.P. 50 motors: 737-1111, 1124-1144, 1164-1165, 1196-1254, and 1266-1287.

At Lake St. and East Side Stations certain readings were added to or omitted from sign rolls of cars with St.Paul licenses. (The City of St.Paul very early passed an ordinance requiring licensing of streetcars operated within the city limits at a rate of $25 per car per year. Metal license plates were issued, similar to automobile license plates, of large size at first, and of quite small size toward the end of operations. These plates were fastened to the pole side of the rear bulkhead.) Many cars had readings for lines which did not operate out of the station to which the cars were assigned but which were needed for extras and special service.

MINNEAPOLIS DESTINATION SIGN LIST 10-24-1919

1.	FAIR GROUNDS	All cars
2.	CIRCUS GROUNDS	Nic. and N.S. cars
3.	BALL GROUNDS	Nic. and N.S. cars
4.	CHARTERED	All cars
5.	NOT IN SERVICE	All cars
6.	TO STATION ONLY	Nic. and N.S. cars; E.S. 'Tonka cars
7.	FOOTBALL FIELD	Nic., Lake and all E.S. cars
8.		All cars
9.	TONKA BAY	E.S. 'Tonka and fast cars
10.	LAKE MINNETONKA	E.S. 'Tonka and fast cars, Lake fast cars, and all Nic. and N.S. cars
11.	EXCELSIOR LIMITED	E.S. 'Tonka and fast cars
12.	EXCELSIOR EXCURSION	E.S. 'Tonka and fast cars, Lake fast cars, and all Nic. and N.S. cars
13.	DEEPHAVEN	E.S. 'Tonka and fast cars
14.	HOPKINS	E.S. 'Tonka cars
15.	COMO-HOPKINS	E.S. fast cars
16.	LOOP	All E.S. cars
17.	COMO to MPLS. LOOP	E.S. fast cars
18.	EAST MPLS. STATION	E.S. local cars
19.	COMO AVE. to EUSTIS	All E.S. cars
20.	COMO-HARRIET	All E.S. cars
21.	OAK-HARRIET	All E.S. cars
22.	OAK-XERXES	All E.S. cars
23.	LAKE HARRIET	All cars except licensed Lake St. cars
24.	15th & COMO	All E.S. cars
25.	HENNEPIN to LAKE	All E.S. cars
26.	CALHOUN BEACH	E.S. local cars
27.	ROBBINSDALE-ST. LOUIS	E.S. local cars
28.	BRYN MAWR	E.S. slow cars
29.	KENWOOD-25th	All E.S. cars
30.	MONROE-BRYANT	Nic. cars
31.	BRYANT to 38th	Nic. cars
32.	LYNDALE to LAKE	Nic. cars
33.	GLENWOOD	Nic. and N.S. cars
34.	WESTERN-4th AVE.	Nic. cars
35.	WESTERN to ALDRICH	Nic. cars and E.S. slow cars
36.	4th AVE. to LAKE	Nic. cars
37.	LOOP	Nic. cars
38.	GRAND-JOHNSON	Nic. cars and all E.S. local cars except licensed cars
39.	NICOLLET to 54th	Nic. cars
40.	NICOLLET to 50th	Nic. cars
41.	NICOLLET to 38th	Nic. cars
42.	NICOLLET to HIGH	Nic. cars
43.	NICOLLET to 31st	Nic. cars and all E.S. local cars except licensed cars
44.	2nd ST. N.E.	Nic. cars

45.	2nd ST. N.E. to LOWRY	Nic. cars
46.	SELBY-LAKE	Lake St. fast cars
47.	LAKE to 36th	Lake St. and Nic. cars
48.	LAKE to 22nd	Lake St. cars
49.	TO PRIOR	Lake St. licensed cars only
50.	TO SNELLING AVE.	Lake St. licensed cars only
51.	SNELLING-MINNEHAHA	Lake St. fast cars and N.S. cars
52.	FORT SNELLING	All Lake St. and N.S. cars
53.	MINNEHAHA FALLS	Nic. and N.S. cars
54.	MINNEHAHA-PLYMOUTH	All Lake St. cars
55.	WASHINGTON-RIVERSIDE	All Lake St. cars
56.	FRANKLIN-11th	All Lake St. cars
57.	RIVERSIDE to LAKE	All Lake St. cars
58.	LOOP	All Lake St. cars
59.	BLOOMINGTON-CENTRAL	All Lake St. cars and E.S. local cars
60.	BLOOMINGTON-COL. HTS.	All Lake St. cars and E.S. local cars
61.	CENTRAL to 40th	All Lake St. cars and E.S. local cars
62.	BLOOMINGTON to LAKE	All Lake St. cars and E.S. local cars
63.	CEDAR	All Lake St. cars
64.	NOKOMIS-CAMDEN	All Lake St. and N.S. cars
65.	50th-CAMDEN	All Lake St. and N.S. cars
66.	38th-CAMDEN	All Lake St. and N.S. cars
67.	CEDAR to LAKE	All Lake St. and N.S. cars
68.	N. LYNDALE to 51st	All Lake St. and N.S. cars
69.	N. WASH. to N. 24th	N.S. cars
70.	LOOP	N.S. cars
71.	CHICAGO-FREMONT	N.S. cars
72.	CHICAGO-PENN	N.S. cars
73.	CHICAGO-EMERSON	N.S. cars
74.	CHICAGO to LAKE	N.S. cars
75.	BROADWAY-20th	N.S. cars
	INTER CAMPUS SPECIAL	E.S. cars 1079-1084

ST. PAUL DESTINATION SIGN LIST

1.	FAIR GROUNDS	All cars
2.	CIRCUS GROUNDS	All cars
3.	BALL GROUNDS	All Dul. cars
4.	CHARTERED	All cars
5.	NOT IN SERVICE	All cars
6.	TO STATION ONLY	All Dul. cars
7.	FOOTBALL FIELD	All Snell. cars
8.		All cars
9.	ST. PAUL-STILLWATER	Dul. Stillwater cars
10.	ST. PAUL-WILDWOOD	All Dul. cars and Sn. fast cars
11.	HAZEL PARK	All Dul. cars
12.	MAHTOMEDI	All Dul. cars
13.	WHITE BEAR	All Dul. cars
14.	MAHTOMEDI-WHITE BEAR	Dul. Stillwater cars
15.	WILDWOOD	Dul. Stillwater cars
16.	TO MINNEAPOLIS	Snell. G.E. 70 and fast cars
17.	TO MINNEAPOLIS-6th AVE.	Snell. G.E. 70 and fast cars
18.	TO ST. PAUL	Snell. G.E. 70 and fast cars
19.	UNIV. to SNELLING	All Snell. cars
20.	CITY LIMITS	Snell. G.E. 70 and fast cars
21.	COMO PARK	All cars
22.	SELBY to SNELLING	Snell. fast cars

		Snell. fast cars
23.	TO PRIOR	Snell. fast cars
24.	MERRIAM PARK	All Snell. cars
25.	HAMLINE-UNION DEPOT	All Snell. cars
26.	GRAND to SNELLING	All Snell. cars
27.	GROVELAND	All Snell. cars
28.	LOOP	All Snell. cars
29.	PAYNE-PHALEN	All Snell. cars
30.	PAYNE	All Snell. cars
31.	PAYNE to DULUTH	All Snell. cars
32.	DALE-FOREST	All Snell. cars
33.	DALE-PHALEN	All Snell. cars
34.	WESTERN-S. ROBERT	All Snell. cars
35.	DALE	Dul. local cars
36.	RICE-CONCORD	Dul. local and Snell. slow cars
37.	SOUTH ST. P.-MARIE	Dul. local and Snell. slow cars
38.	SOUTH ST. P.-6th	Dul. local cars
39.	INVER GROVE	Dul. local cars
40.	RICE	All Dul. cars
41.	LOOP	Dul. local cars
42.	ST. CLAIR to SNELLING	Dul. local cars
43.	ST. CLAIR-HOPE	All Dul. cars
44.	SEVENTH-SNELLING	All Dul. cars
45.	SEVENTH-RANDOLPH	Dul. local cars and all Snell. cars
46.	SNELLING to GRAND	Dul. local and all Snell. cars
47.	SNELLING to RANDOLPH	All Dul. cars
48.	FORT SNELLING	All Dul. cars
49.	SEVENTH	Dul. local cars
50.	JACKSON-STRYKER	Dul. local cars
51.	MISS.-CHEROKEE HTS.	All Dul. cars
52.	RONDO-MARIA	

DESTINATION SIGN SUMMARY
From a Public Guidebook 1916

Minneapolis Local Lines

CHICAGO & FREMONT
CHICAGO & EMERSON
CHICAGO & PENN
CHICAGO to LAKE
LOOP (NB and SB)
WASHINGTON to 24th AVE. N. (Pull-Ins to NS Sta.)

50th ST.E. & CAMDEN (50SE & 34AS to Wash. & 42AN)
LAKE NOKOMIS-CAMDEN (28AS & 50SE to Wash. & 42AN)
38th ST. E. & CAMDEN (28AS & 38SE to Wash. & 42AN)
CEDAR & CAMDEN (34SE & Cedar to Wash. & 42AN)
N. LYNDALE to 51st AVE. (NB to 51AN)
WASHINGTON to 24th AVE. N. (Pull-Ins to NS Sta.)
CEDAR AVE. EXTENSION (Cedar-35SE to 42SE)

BROADWAY & 20th AVE. N.

PLYMOUTH & BLOOMINGTON
BLOOMINGTON to LAKE
LOOP (NB only)

MINNEHAHA FALLS
WASHINGTON & RIVERSIDE (SB to 37SE & Minnehaha)
RIVERSIDE to LAKE

EAST 25TH ST.

LAKE STREET to 36th AVE. S.

FRANKLIN AVE.-11th ST.

OAK & HARRIET (SB to 50SW & Penn)
OAK & XERXES (SB to 50SW & Xerxes)

LAKE HARRIET (SB to Lake Harriet Loop; NB to 1SN & 1AN wye)

HENNEPIN to 15th & COMO (Henn. & Lake to 15ASE & Como)

KENWOOD & JOHNSON
LOOP (NB to 1SN & 1AN wye)

WESTERN & 2ND ST. N.E.
LOOP (SB only)

BRYN MAWR

54th ST. & COLUMBIA HEIGHTS (54S & Nic to 40ANE & 5SNE)
WASHBURN PARK & COLUMBIA HEIGHTS (50S & Nic to 40ANE & 5SNE)
NICOLLET & CENTRAL (38S & Nic to 29ANE & Cent.)
NICOLLET to 31st ST. (31S & Nic to Marq. & High) (also Pull-Ins to Nic. Sta. from 4AS & 38SE, Grand & 40SW, Bryant & 38SW and Bryant & 50SW)

MARQUETTE & GRAND

MONROE & BRYANT (SB to 50SW & Bryant)
BRYANT to 38th ST.(Bryant & 38SW to 1SN & 1AN)
LYNDALE to LAKE

4th AVE. S. & 6th AVE. N.
4th AVE. to LAKE
LOOP (NB to 5SN & 5AN)

St.Paul Local Lines

FORT SNELLING (E7S & Dul. to FS)
SNELLING AVE.-E. SEVENTH (Snell.& Como to E7S & Dul)
SEVENTH STREET (E7S & Dul to W7S & Tuscarora) (also Pull-Ins to E7S Sta. from Rice & South, Smith & Annapolis, Rondo & Griggs, Burns & Earl)
LOOP (From E7S & Dul to downtown)

ST.CLAIR-HOPE

MISSISSIPPI & WEST ST.PAUL
LOOP (SB only)

JACKSON & STRYKER
LOOP (SB only)

RONDO & MARIA
BURNS AVE. EXTENSION

PHALEN PARK (Main Ave. loop to Phalen Park)
PAYNE AVE. (Main Ave. loop to Forest & Maryland)

DALE & FOREST (Dale & Maryland to Forest & Maryland)
LOOP (SB from Forest & Maryland to downtown)

WESTERN & SOUTH ROBERT
LOOP (NB only)

HAMLINE-UNION DEPOT

UNVERSITY to SNELLING (Pull-Ins to Snell.Sta. from Western & Cook, Robert & Annapolis, Dale & Maryland, certain Payne Ave. cars from Forest & Maryland)

GRAND to CRETIN (Grand & Cretin to 3rd & Bdwy loop)
GRAND to SNELLING (3rd & Bdwy loop to Grand & Snelling) (Also Pull-Ins to Snell. Sta. from Bdwy & 3rd, Grand & Cretin, Dale-Forest from Forest & Maryland, and certain Payne Ave. cars from Forest & Maryland)

MERRIAM PARK
SELBY to SNELLING (WB to Snelling Ave.) (Also Merriam Park Pull-Ins to Snell. Sta. from either end of the line)

COMO PARK (downtown to Como Park)

FORT SNELLING EXTENSION (stub line thru the Fort)

Interurban Lines between Minneapolis and St.Paul

ST.PAUL & MINNEAPOLIS
UNIVERSITY to SNELLING (EB and WB)

COMO-HARRIET
COMO-HOPKINS
FAIR GROUNDS (EB from Mpls. to Como & Snelling; WB from St.Paul to 4SSE & Central, Mpls.)

SELBY-LAKE

SNELLING-MINNEHAHA

Suburban Lines from Minneapolis

Lake Minnetonka Division
- LAKE MINNETONKA
- TONKA BAY
- EXCELSIOR LIMITED
- DEEPHAVEN
- HOPKINS

Robbinsdale & St.Louis Park line
- ROBBINSDALE
- ST. LOUIS PARK
- CALHOUN BEACH (WB to Excelsior Blvd; EB to 1AN & 6SN)
- LOOP (EB to 1AN & 6SN)

Suburban Lines from St.Paul

Stillwater Division
- ST.PAUL & STILLWATER
- WILDWOOD or HAZEL PARK & WILDWOOD
- WHITE BEAR or HAZEL PARK & WHITE BEAR
- MAHTOMEDI or HAZEL PARK & MAHTOMEDI
- HAZEL PARK

Stillwater Local Lines
- SOUTH STILLWATER
- WILKIN STREET
- OWEN STREET

Rice-South St.Paul-Inver Grove line
- Southbound:
  - SOUTH ST.PAUL
  - SOUTH ST.PAUL & INVER GROVE
- Northbound
  - RICE & CONCORD
  - LOOP

as of 1915 (Late)

quainted, it is best to take a hack. The Union Depot Loop line connects with and transfers to all other lines. All the main lines run within one, two, or four blocks of the Union Depot. As a rule cars stop on further street corner only. Fare five cents to all points in city limits including transfers; 10 cents to Minneapolis; 30 cents to Stillwater. The time between cars varies from five to 20 minutes in the daytime. So-called "owl" cars run on lines so marked between 1 a. m. and 5 a. m. every hour. All cars bear their names on glass transparents. Nearly all cars pass the corner of 7th and Wabasha streets. The two Interurban lines stop in front of the Ryan Hotel. Ask conductors about transfers.

List of Lines.

This list contains all the street car lines of St. Paul-Minneapolis and vicinity.

1. St. Paul Local Lines.

FORT SNELLING — From Duluth avenue and E. 7th street, 7th street, to Fort Snelling.

SNELLING AVE.-E. SEVENTH — From Snelling and Como Aves. to Duluth Ave.

SEVENTH STREET—From Duluth avenue and E. 7th street, to Tuscarora street.

This sign also carried by cars pulling into the station as follows:

RICE & SOUTH ST. PAUL—From South and Rice streets.

MISSISSIPPI & WEST ST. PAUL —From Smith avenue and Annapolis street.

RONDO & MARIA—From Griggs and Rondo streets and from Burns avenue and Earl street.

LOOP—From Duluth avenue and E. 7th street, 7th street, to Loop.

HOPE-ST. CLAIR.—From Cypress and E. 4th streets, E. 4th street, Hope street, 7th street, St. Clair avenue.

MISSISSIPPI & WEST ST. PAUL —From Edgerton street and Brainerd avenue, Brainerd avenue, Arkwright street, Case street, Westminster street, York street, Mississippi street, Broadway street, 5th street, Wabasha street, Goff street, Winifred street, Ohio street, George St., Smith avenue, to Annapolis street.

LOOP — Southbound from Edgerton street and Brainerd avenue to Loop.

JACKSON & STRYKER — From Maryland and Cortland streets, Cortland street, Acker street, Fairview street, Jackson street, 5t street, Wabasha street, Goff street, Winifred street, Stryker avenue to Annapolis street.

LOOP — Southbound, from Maryland and Cortland streets to Loop.

RONDO & MARIA—From Griggs and Rondo streets, Rondon street, Rice street, 10th street, St. Peter street, 7th street, Maria avenue, Plum street, Hastings avenue, Earl street to Burns avenue.

BURNS AVENUE EXTENSION— From Burns avenue and Earl street, Burns avenue to Clarence street.

PHALEN PARK — From Phalen Park, on Forest street, Maryland street, Greenbrier street, York street, Payne avenue, Minnehaha street, Burr street, Collins street, Lafayette avenue, 10th street, Broadway street, 7th street to Seven Corners Loop.

PAYNE AVE. — Same as Phalen Park line except that cars run from Maryland and Forest streets.

DALE & FOREST — From Maryland and Dale streets, Dale street, Grand avenue, Oakland avenue, Ramsey street, 7th street, Arcade street, Case street, Forest street to Maryland street.

LOOP — Southbound, from Maryland and Forest streets to Loop.

WESTERN & SOUTH ROBERT— From Western avenue and Cook street, Western avenue, Como avenue, Rice street, Wabasha street, 5th street, Robert street, Concord street,

OWEN ST. STATION DESTINATION SIGN LIST
October 24, 1919

1. WILKIN STREET
2. OWEN STREET
3. SO. STILLWATER
4. TO STATION ONLY
5. UNION DEPOT
6. ST.PAUL-STILLWATER
7. STATE PRISON
8. BALL GROUNDS
9. NOT IN SERVICE
10. CHARTERED

MINNEAPOLIS DESTINATION SIGN LIST
November 21, 1938

1. FAIR GROUNDS	All	
2. CHARTERED	All	
3. NOT IN SERVICE	All	
4. EAST MPLS. STATION	E.S.	E.S. = East Side Station
5. LOOP	E.S.	Nic. = Nicollet Station
6. COMO-HARRIET	E.S.	L.S. = Lake St. Station
7. COMO-HARRIET to 50th	E.S.	N.S. = North Side Station
8. COMO-HARRIET to 54th	E.S.	
9. COMO-HOPKINS	E.S.	
10. COMO to MPLS. LOOP	E.S.	
11. COMO AVE. to EUSTIS	E.S.	
12. OAK-HARRIET	E.S.	
13. OAK-XERXES	E.S.	
14. LAKE HARRIET	All	
15. HENNEPIN to LAKE	E.S.	
16. E. 25th STREET	L.S. and E.S.	
17. BRYANT-JOHNSON	Nic. and E.S.	
18. BRYANT to 38th	Nic. and E.S.	
19. BRYANT to 56th	Nic. and E.S.	
20. BRYANT to 54th-PENN	Nic. and E.S.	
21. LYNDALE to LAKE	Nic. and E.S.	
22. GLENWOOD	Nic.	
23. 4th AVE. to 38th	Nic.	
24. 4th AVE. to 48th	Nic.	
25. GLENWOOD to ALDRICH	Nic.	
26. 4th AVE. to LAKE	Nic.	
27. LOOP	Nic.	
28. GRAND-MONROE	Nic. and E.S.	
29. NICOLLET to 58th	Nic.	
30. NICOLLET to 54th	Nic.	
31. NICOLLET to 48th	Nic.	
32. NICOLLET to 38th	Nic.	
33. NICOLLET to 32nd	Nic. and E.S.	
34. N.W. TERMINAL	Nic.	
35. 2nd ST. N.E.	Nic.	
36. 2nd ST. N.E. to LOWRY	Nic.	
37. SELBY-LAKE	L.S.	

38. LAKE to 36th	L.S. and Nic.
39. LAKE to 22nd	L.S.
40. TO PRIOR	L.S.
41. TO SNELLING AVE.	L.S.
42. FORT SNELLING	L.S. and N.S.
43. MINNEHAHA FALLS	L.S. and N.S.
44. MINNEHAHA-PLYMOUTH	L.S.
45. RIVERSIDE to LAKE	L.S.
46. LOOP	L.S.
47. BLOOMINGTON-COL.HTS.	L.S. and E.S.
48. BLOOMINGTON-CENTRAL	L.S. and E.S.
49. CENTRAL to 40th	L.S. and E.S.
50. BLOOMINGTON to LAKE	L.S. and E.S.
51. BLOOMINGTON to 38th	L.S. and E.S.
52. ROBBINSDALE-FRANKLIN	E.S. and N.S.
53. 34 AVE. S.-N. BRYANT	L.S. and N.S.
54. 38th-CAMDEN	L.S. and N.S.
55. 46th-CAMDEN	L.S. and N.S.
56. 28 AVE. S.-N. EMERSON	L.S. and N.S.
57. CEDAR to 42nd	L.S. and N.S.
58. CEDAR to LAKE	L.S. and N.S.
59. N. WASH. to 26th	N.S.
60. LOOP	N.S.
61. CHICAGO-FREMONT	N.S.
62. CHICAGO-PENN	N.S.
63. CHICAGO-EMERSON	N.S.
64. CHICAGO to LAKE	N.S.
65. BROADWAY	N.S.
66. BRYN MAWR	E.S.
INTERCAMPUS SPECIAL	E.S. cars 1146-1149

ST.PAUL DESTINATION SIGN LIST
November 21, 1938

1. FAIR GROUNDS	All	
2. CHARTERED	All	
3. NOT IN SERVICE	All	
4. TO STATION ONLY	Dul.	Dul. = Duluth Ave. Station
5. HAMLINE-STRYKER	Sn.	Sn. = Snelling Station
6. TO MINNEAPOLIS	Sn.	
7. TO MINNEAPOLIS-6th AVE.	Sn.	
8. TO ST.PAUL	Sn.	
9. UNIV. to SNELLING	Sn.	
10. CITY LIMITS	Sn.	
11. SELBY-LAKE	Sn.	
12. SELBY to SNELLING	Sn.	
13. TO PRIOR	Sn.	
14. LOOP	Sn.	
15. GRAND AVE.	Sn.	
16. GRAND to SNELLING	Sn.	
17. DALE-FOREST	All	
18. DALE-PHALEN	All	
19. SNELLING to RANDOLPH	Sn.	

20. SNELLING AVE.	Sn.
21. SNELLING to COMO	Sn.
22. LOOP	Dul.
23. ST.CLAIR-PAYNE	All
24. ST.CLAIR to SNELLING	All
25. MISSISSIPPI-CHEROKEE HTS.	Dul.
26. MISSISSIPPI to BURR ST.	Dul.
27. RICE-SO. ST.PAUL	Dul.
28. SO. ST.PAUL-6th	Dul.
29. SO. ST.PAUL-INVER GROVE	Dul.
30. TO ST.PAUL	Dul.
31. SEVENTH	Dul.
32. SEVENTH-SNELLING	All
33. FORT SNELLING	Dul.
34. HOPE-W. 7-47 AV.	Dul.
35. RONDO-MARIA	Dul.
36. RANDOLPH-HAZEL PARK	All
37. HAZEL PARK-NO. ST.PAUL	All
38. HAZEL PARK-MAHTOMEDI	All
39. HAZEL PARK-WILDWOOD	All
40. 7th ST. to DULUTH AVE.	All
41. RANDOLPH to CLEVELAND	All

In two other compilations, entitled MINNEAPOLIS CAR LINES and ST.PAUL CAR LINES, the various destination signs used, including many of the older signs, are also provided.

LINE NUMBERS USED ON TRANSFERS
July 1918-1919-1920

No.	July 1918	1919 if Different	1920 if Different
1	Western Ave. & Second St.		
2	Kenwood & Johnson	Kenwood-E. 25th St.	Kenwood
3	Oak & Xerxes		
4	Bryn Mawr		
5	Como-Harriet		
6	Minnetonka		
7	Robbinsdale & St.Louis Park		
8	54th St. & Columbia Heights	Nicollet-2nd St.N.E.	
9	Monroe & Bryant		Bryant-Johnson
10	Marquette & Grand	Grand & Johnson	Grand-Monroe
11	4th Ave. S. & 6th Ave. N.	Western & 4th Ave. S.	
12	Chicago-Fremont		
13	Chicago-Penn		
14	Lake Nokomis-Camden		
15	Broadway & 20th Ave. N.		
16	Plymouth & Bloomington	Bloomington Ave.-Columbia Hts.	
17	Minnehaha Falls	Minnehaha Falls-Plymouth	
18	Franklin-11th St.		
19	Cedar Ave.		
20	Snelling-Minnehaha		
21	Selby-Lake		
22	Merriam Park	Merriam Park-Mississippi	Merriam-Mississippi
23	Groveland Park		Groveland Park-Payne Ave.
24	Hamline-Union Depot		Hamline-South Robert
25	Dale-Forest		
26	Western & South Robert	Western-Jackson	
27	Payne Avenue		
28	Interurban		
29	Mississippi & Cherokee Heights	Cherokee Heights	
30	Jackson & Stryker		Rice-Stryker
31	St.Clair-Hope St.		
32	Rondo & Maria		
33	Snelling Ave.-E. 7th St.		Seventh-Randolph
34	Rice & So. St.Paul	South St. Paul	
35	St.Paul & Stillwater		
36	White Bear	White Bear-Mahtomedi	
37	Mahtomedi	Owen St.	
38	South Stillwater	South Stillwater	
39	Owen Street		Snelling Ave.

Mpls 17
St Paul 12
Inter-City 4 (5, 20, 21, 28)
Suburban 6 (6, 35-39)
39

OPERATIONS

ADDENDA

DESTINATION SIGN LISTS

Minneapolis

4TH AV.S. TO 31ST ST.
SPEEDWAY
WEST. AV. & 2ND ST.
8TH & CENTRAL

Seen in early photographs:
LYNDALE to 51st AVE.
UNIV. FOOTBALL FIELD
CHARTERED CAR

3-2-1911:
HENNEPIN to 15th & COMO
ST. LOUIS PARK
CEDAR & CAMDEN
8th AV. to LAKE later 8th AVE. to LAKE
1st AV. & GRAND
WASH. PK. & COL. HEIGHTS
54th ST. & COL. HTS. or 54th ST. & COL. HEIGHTS
1st AV. S. & CENTRAL
1st AV. to 31st ST.

1-15-1913:
PLYMOUTH & BLOOMINGTON (ran to 38th and Bloomington)
8th AV. S. & 20th AV. N. (ran to 38th and Chicago)
8th AV. S. & FREMONT (ran to 46th and Chicago)

12-13-1918:
4th AVE. SO. (used northbound and southbound)

10-1920:
NICOLLET to 32nd
EMERSON-E. 25th

About 1921;
Changed 50th-CAMDEN and N. LYNDALE to 51st to read
50th-N. LYNDALE
FT. SNELL-M'HAHA-PLYM.
FT. SNELL.-MINNEHAHA

11-1927:
GLENWOOD PARK
GLENWOOD to PENN
ROBBINSDALE
BROADWAY to WASHBURN
CEDAR to 42nd
CEDAR to 50th
CEDAR to 52nd

Additions from 10-9-1947 sign list:
COMO-HARRIET to 51st
NICOLLET to 62nd

Additions from 12-1948 sign list.:
BLOOMINGTON to 38th
BLOOMINGTON to 48th

BLOOMINGTON to 54th
CHICAGO-FREMONT-36
CHICAGO-FREMONT-44
CHICAGO-FRE.-OLIVER
CHICAGO-PENN-DOW.
CHICAGO-PENN-42
UNIV. to CITY LIMITS

St.Paul

Seen in early photographs:
MIDWAY STATION
7th STREET
SEVENTH ST.
SELBY AVENUE
LAF. & GROVE. PARK
GRAND & GROVELAND
ST.PAUL & WHITE BEAR

1909-1910:
GRAND AVE.
GRAND to CRETIN
GRAND to CAMBRIDGE

1910:
MISS. & WEST ST.PAUL

1917:
GROVELAND PARK

1920:
PAYNE AVE,
PAYNE-GROVELAND
SELBY AVENUE
SNELL. AVE.-HAZEL PARK
SNELLING to ST. CLAIR
SNELLING to GRAND
DALE ST.
CHEROKEE HEIGHTS
WESTERN AVE.

10-1920:
CONCORD

7-1932:
Lightweight cars: M'HAHA-WEST 7th (instead of M'HAHA-7th-HAZEL PK.)
SO. ST.PAUL-FAULKNER

Additions from 10-9-1947 sign list:
TO SNELLING AVE.

Additions from 12-1948 sign list:
UNIV. to CITY LIMITS
UNIV. to SNELLING
GRAND AVE.
MARIA to BURNS
SNELLING STATION

Notes

February 1928: destination signs for the new lightweight cars were based on a new system. The front sign displayed the name of the line; the side sign displayed the name of the terminal.

The first white-on-black signs for the standard cars appeared in January-February 1949 on cars being rehabilitated.

Lightweight car #1 at North Side Station November 1947 had this sign list (in sequence):
COMO-HENNEPIN
OAK-XERXES
DOUGLAS-46 AV.
BRYN MAWR
BRYANT-JOHNSON
GRAND-MONROE
BLOOM.-CENTRAL
ST. LOUIS PARK
UN IVERSITY
BALL GROUNDS
CIRCUS GROUNDS
FAIR GROUNDS
NOT IN SERVICE
LOOP
E. MPLS. STATION
N. WASH. to 26th
BROADWAY

1923 photo: UNIVERSITY to SNELLING AVE.

1905-1909 photos: SOUTH ST. PAUL
INVER GROVE

1909-1915 photo: RANDOLPH-HOPE

1902 cars 877 and 892: FT. SNELLING
car 816: SELBY AV.

LIGHTWEIGHT CAR DESTINATION ROLL SIGN
MINNEAPOLIS

1. FAIR GROUNDS
2. CHARTERED
3. NOT IN SERVICE
4.

---

5. 34th AVE. S. to 54th
6. 34th AVE. S. to 46th
7. LOOP

---

8. BRYANT-JOHNSON
9. BRYANT to 38th
10. BRYANT to 56th
11. BRYANT to 54-PENN
12. LYNDALE to LAKE
13. E. MPLS. STA.
14. GRAND-MONROE
15. LOOP
16.
17. NICOLLET to 32nd
18. BROADWAY
19. N. WASH. to 26th
20. 34th AVE. S.-N. BRYANT
21. 46th-CAMDEN
22. CEDAR to LAKE

LIGHTWEIGHT CAR DESTINATION ROLL SIGN
ST.PAUL

1. FAIR GROUNDS
2. CHARTERED
3. NOT IN SERVICE
4. TO STATION ONLY
5. DALE-FOREST
6. DALE-PHALEN
7. LOOP
8. ST.CLAIR-PAYNE
9. ST.CLAIR
   TO SNELLING
10. RICE-SO. ST.PAUL
11. SO. ST.PAUL
    -6th ST.
12. SO. ST.PAUL
    INVER GROVE
13. SEVENTH
14. RONDO-STRYKER
15. HAMLINE-CHEROKEE
16. GRAND MISSISSIPPI
17. GRAND-AVE. [sic]
18. MARIA-FT.
    SNELLING-47 AV.
19. FT. SNELLING
20. 7th ST. to
    DULUTH AVE.

DESTINATION SIGN LISTS

Lightweight Cars: from Photographs

BROADWAY	MARIA-FT. SNELLING-47 AV.	UNIVERSITY
BRYN MAWR	SNELLING AVE.	SO. ST. PAUL INVER GROVE
NICOLLET TO 54th	COMO AVE.	SEVENTH
	RANDOLPH HOPE	M'HAHA-7-HAZL PK (1929)

OPERATING PRACTICES

ST. PAUL CITY RY. CO.
SPECIAL NOTICES
SELBY AVE. CABLE LINE

Issued by A. L. Scott, Superintendent, but no date is indicated. Apparently this booklet was printed as a codification of all previously issued notices. The only date evident is in #277 "on or after September 1, 1889". The last notice is #335. I estimate the date as early 1890, before the extension from St.Albans St. to Fairview Ave. was opened. I selected only those notices most interesting to me from an equipment operational standpoint.

#78 Grip inspectors, men employed in pushing cars at terminals, and all other employees are forbidden to smoke while on duty.

#81 Gripmen will hereafter bring their cars to a stop for the purpose of testing brakes, etc., at the interesection of 5th and 3rd Sts. in place of the further crossing of Pleasant Ave.

#89 The last train leaving the powerhouse at night will display two red lights on front end of grip and two red lights on rear end of passenger car for the purpose of notifying passengers, trackmen, brakemen and others that this is the last train for the night.

#91 Conductors and gripmen must in every case leave the stay chains and links on the grip car whenever it is disconnected from the coach.

#102 ----at Pleasant Ave. trains will stop at the first crossing going up to test brakes, as is being done at present, and coming down at the further crossing, but do not stop at 5th St. If there are passengers waiting to take the train at 5th St., gripman must signal to them to walk up to Pleasant Ave.

#106 Gripmen will hereafter run into throw-off at terminals and come to a full stop before coach is uncoupled from grip car.

#118 Conductors are hereby forbidden to change the safety gates on passenger coaches before car has passed the last crossing of Dale St., or before train stops in the center of the throw-off at the downtown terminal.

#123 Commencing today [no date printed] until further notice the last train will leave Broadway at 12:05 a.m., the idea being to accommodate passengers coming from Minneapolis on the last train of the StPM&M Ry.

#149 Gripmen must not commence to turn the backs of seats over in the grip cars at the Broadway terminal until after the switching has been done and car is on the up track ready to start on the return trip.

#160 The attention of gripmen is called to the necessity of holding their grip over at the Oak St. curve on the down track.

#167 ---in regard to the movement of trains on the Selby Ave. Hill: after the brakeman has examined the wedge brakes, by letting them down on the track and raising them up again, he will give the signal to start, the conductor will then take his position at the brake on the rear platform of passenger coach and hold himself in readiness to obey signals from brakeman, who, if there is anything wrong with either wedge brake or the car brakes, will give the signal to conductor to apply them from the rear end.

Brakeman to conductor: one tap of bell = apply car brake.
" " " : two taps of bell = apply wedge brake.

It will be gripman's duty in case train becomes uncontrollable to apply track brake, and not use

automatic brake unless directed to do so by the brakeman.

#170 Conductors when switching at terminals, particularly at Broadway, must stand on front platform of car.

#185 Gripmen will not release the automatic brake when making stops until after conductor has given the signal to start.

#186 Whenever it becomes necessary to back a train down the Selby Ave. Hill, it will be duty of conductor to signal brakeman at bottom of hill, and brakeman will signal train waiting at Pleasant Ave. to back up as far as Oak St. If there is no brakeman at bottom of the hill, conductor will wait until one arrives; if there is no train waiting at Pleasant Ave., brakeman will go to Oak St. and stop first train arriving there, and hold it until train on the hill has gone up, or it has been found necessary for following train to render it assistance.

#188 Hereafter trains going toward powerhouse will stop and wait at the first crossing of Oak St. until they receive signal from the hill brakeman to go ahead. They will then proceed as far as the intersection of 5th St., stopping as near as possible in front of 274 W. 3rd St. Here the brakeman will test wedge brakes and the gripman adjust the grip, and proceed up the hill, not stopping at Pleasant Ave. except for the purpose of further adjustment of the grip, if found necessary.

It is thought by this arrangement that gripmen will have a better opportunity to ascertain if their grip is going to slip, and if they find that it does slip, they will have time to tighten it up at Pleasant Ave., stopping there for that purpose if necessary. But it will be the duty of the gripman to take hold of the rope as firmly as possible when leaving 5th St., and when reaching Pleasant Ave. every gripman must try to set his grip tighter, no matter how hard he has pulled on it at 5th St.

Any gripman backing his train down the hill hereafter will be liable to be laid off, unless he can furnish some good excuse for so doing.

#210 Any and all gripmen who hereafter fail to release the rope at the "throw-off" in front of the powerhouse will be discharged---held responsible for damage---caused by throwing the rope off the sheaves---.

#222 All trains that are pushed up the hill on account of being disabled must be uncoupled at Kent St. from the train that has pushed it up, and run down to the powerhouse by hand.

#224 ---dangerous manner that switching is being done at Broadway. Conductors and gripmen must put on brakes and not allow car to run any faster than is necessary to carry it through the switch.

#265 ---trains going in either direction will stop to take on or discharge passengers midway in the block between Summit and Nina Aves., at the point where the stop sign has been placed.

#280 Gripmen will not attempt to use the grip after adjusting it until the set screw has been tightened properly.

#297 Conductor must fasten safety gates on new cars with the pin provided for that purpose.

#306 The attention of gripmen is again called to the necessity of holding the grip over to one side when going around curves. Several grip feet have been broken off recently, presumably through neglect to hold them over.

St. Paul City Ry. Co.
Rules and Regulations
February, 1888

CONDUCTORS (Cable Trailers)

Selby Ave. Hill: brakemen will take all cars up and down the hill. Thoroughly test brakes before starting. Conductor remain on rear platform between Summit Ave. and Pleasant Ave.

Are responsible for condition of switches, whether or not operated by switchmen. Gripman will not pass grip car over any switch until same is examined by the conductor.

Open Cars: conductors will take special pains to seat passengers on grip cars. Curtains must be kept rolled up when not in use and not wrapped around posts.

There can be more than one passenger car in a train; also mentions "double headers" and horse cars attached to cable trains.

Mentions disabled car "necessitating it being removed from the track and drawn to the side of the street".

Draw Pins: draw pins and brake chains must not drag, but be hooked up when not in use. When horse cars are uncoupled from cable train, connecting link will be kept with the horse car.

Couplings: conductor of passenger cars will couple their cars to grip cars.

Brake Chains: conductor will see that brake chains and safety chains are properly fastened. When one or more cars are taken on to or dropped off from the train, conductor will lengthen or shorten brake chain between his car and the car ahead.

Cross Chains: conductor must keep cross chain on rear dash of car securely hooked.

Gates: conductor must place gates in position before leaving terminals. Gates must be kept in perfect order. When pins or chains are broken or defective they must be exchanged for sound ones at the end of the trip.

GRIPMEN

Tools: grip hook, monkey wrench, screw driver, adjusting pin, hammer, cold chisel and oil can. Kept on the car or in tool box.

Grip: top die adjustment must be kept at the proper point to admit of the greatest leverage power, being careful to keep lever far enough ahead of center quadrant to prevent any possibility of pulling lever past the center of the quadrant. Ajdustment of lower die: stop car over first manhole and make the necessary examination.

Brakes: must be kept oiled and in proper working condition. Automatic brake is for general use in making ordinary stops. Track brake on grip car and wedge brake on coach must not be used except in emergency to avoid accidents.

Bell signals:
one tap : cond. to gripman: stop. Repeated after a few seconds to stop immediately.
two quick taps: cond. to gripman: start.
three taps : cond. to gripman: increase speed.

two quick taps: gripman to cond.: come to his assistance.
three quick taps: gripman to cond.: set rear brake at once.

Trains must always stop before reaching Summit Ave. going down, and Pleasant Ave. before going up, and must not start until brakeman has tested the brakes and given signal to go ahead. No train will stop between Summit Ave. and Pleasant Ave. at any time, except to avoid accident.

Will bring their grip car to a full stop in the center of the "throw-off" at both terminals, and will not start until cable is thrown from the grip. If the "throw-off" does not act, the cable must be thrown out with the hook.

If for any reason the train must be stopped on Selby Ave. Hill, you will in every instance let train down to bottom with the brakes before attempting to start up.

Will not pass grip car over any switch until same has been examined by the conductor and signal given to advance.

Brakemen on Selby Ave. Hill: position will be on front platform of coach, standing, with hand on brake staff. In going down the grade, steady train down with hand brake, being careful not to slide wheels. (Wheels must be revolving to apply wedge brake as wheels must run on top of wedge.) Gripmen will not apply automatic brake but will keep one hand on track brake lever, ready to apply it in case of emergency. Before starting on ascent or descent of hill, thoroughly test both brakes on coach and see that they are in perfect working order.

Pasted on the inside Rear Cover was this
List of car stops on E. 7th St. cable line

Wabasha St.	Hoffman Ave.
Cedar St.	Maria Ave.
Minnesota St.	Bates Ave.
Robert St.	Maple St.
Jackson St.	Hope St.
Sibley St.	Margaret St.
Wakouta St.	Arcade St.
Rosabel St.	Beech St.
Broadway	Mendota and Minnehaha Streets
Pine St.	Reaney St.
Olive St.	Forest St.
John St.	Fauquier St.
Locust St.	Cypress St.
Willius St.	Ross St.
Neill St.	Earl St.
Kittson St.	Frank St.
Bradley St.	Duluth Ave.

MINNEAPOLIS LINES INFORMATION
FROM SUPT. INTERURBAN LINES SPECIAL NOTICES
1905-1907

12-10-1906 Beginning Monday December 10th the route of the St.Louis Park line will be from 29th St. and Hennepin Ave. to the St.Louis Park Waiting Station in St.Louis Park. West end of the line from St.Louis Park to Hopkins will be discontinued.

8-23-1907 Electric switches are being installed and will be in operation within the next 10 days.

4th & Central	eastbound
2nd & Central	eastbound
6th & Hennepin	eastbound
7th & Hennepin	eastbound and westbound
12th & Hennepin	westbound
Lyndale & Hennepin	westbound
Douglas & Hennepin	westbound
Lake & Hennepin	westbound

11-14-1907 Effective Saturday November **16th** the "1st Ave & Grand" line will be in operation from 40th & Grand, Grand, Lake, Nicollet, 1st Ave. S., 3rd St., 1st Ave. N., Washington, 1st Ave. S. and return.

12-10-1907 Electric switches installed and in operation. Included the eight locations listed uner 8-23-1907 plus the following:

Lake & Hennepin	westbound	[entered twice on the 12-10-07 bulletin]
2nd Ave. S. & 5th St.	eastbound	
15th & Cedar	eastbound	

ST.PAUL LINES INFORMATION
FROM OPERATING BULLETINS AND
SPECIAL NOTICES TO
FOREMAN OF THE E. 7th ST. STATION
1905-1910

12-12-1905 On and after Wednesday December 13th "South St.Paul" cars will be operated as a separate line around the Robert St. and Wabasha St. loop.

7-1-1906 New transfers effective July 1st included separate forms for INVER GROVE LINE and SOUTH ST.PAUL LINE.

2-23-1907 A long discussion regarding cars "jack-knifing" (splitting the switch). Pertaining to switch points the memo said "a defective point, loose joint, too much dirt or ice, may at times cause the rear truck to straddle the switch and take the wrong track."

8-27-1907 Electric automatic switches are being installed at:
10th & Wabasha, northbound, contactor is about 55 ft. from the switch point;
Prior & Marshall, westbound, contactor is further back, east of the crossover.

10-10-1907 Effective October 8th the "Hamline" and "Stryker" lines are combined and will be operated via the Union Depot.

10-7-1907 Effective Tuesday October 8th:
"Hamline & Union Depot" line operated from Snelling Station;
"Jackson & Stryker" line operated from E. 7th St. Station.

2-5-1908 Mentions cars taking layover on "side track" between 5th and 7th Sts. on Robert St.

12-10-1907 Electric switches installed and in operation:

10th & Wabasha	westbound
Rice & University	westbound
Prior & Marshall	westbound

1-1-1908 Effective January 1st the "Inver Grove" line will be operated from E. 7th St. Station.

In February 1908 the "Miss. & West St.Paul" line was mentioned operated from E. 7th St. Station.

5-8-1908 The Inver Grove wye will be ready for use Saturday night. Put new South St.Paul time card into effect Sunday a.m. at E. 7th St. Station.

6-6-1908 A detailed summer schedule for the Inspectors was included. Based on the schedule this was their locations. Monday through Saturday: 7th & Broadway, Coop [assume this is the small building at 7th & Wabasha], 5th & Robert, 4th & Broadway, and South St.Paul. On Sundays Inspectors were stationed at Como Park (1), Loop (3), Base Ball (1), Hamline Wye (1), and Phalen (1).

9-14-1908 One motorman was assigned to the Sand Car to make one trip morning and afternoon as soon as rails begin to give trouble. One trip each morning, pull-out 4:45 a.m., route: E. 7th St.-Cedar St.-8th St.-Wabasha St.-out Rondo line to Chatsworth-return down Wabasha-W. 7th St. to Ramsey St., wye at Smith Ave. Station, and return to E. 7th St. Station.

10-16-1908 Snow Plows for E. 7th St. will consist of one old-type plow and #22.
The old-type plow will be used mainly on 7th St., taking care of Randolph and from 7th & Maria to

the Mounds. Mileage will be:

Duluth Ave. to Ft.Snelling and Randolph	11.46
Ft.Snelling to Mounds	8.37
Mounds to 7th & Broadway	2.33
7th & Broadway to Station	2.11
	24.27

#22 will take care of the following mileage:

Duluth to 7th & Broadway	2.11
7th & Broadway to Brainerd & Edgerton	2.50
Brainerd & Edgerton to Stryker & Annapolis	5.37
Stryker & Annapolis to Stryker & Winifred	.85
Stryker & Winifred to Smith & Annapolis	1.52
Smith & Annapolis to 5th & Wabasha	2.81
5th & Wabasha to S. Robert & Annapolis	2.50
S. Robert & Annapolis to State & Concord	.78
State & Concord to Inver Grove	5.69
Inver Grove to 5th & Robert	7.10
5th & Robert to Courtland & Maryland	2.30
Courtland & Maryland to 5th & Robert	2.30
	35.83

11-6-1908 Jackson & Stryker line, wying at Courtland & Maryland.
Head into west leg of wye on Maryland, back north on Courtland in order to leave the switch set for the straight track in pulling out of the wye. This is exactly opposite to the present method.

11-19-1908 Grand Ave line. In the future all cars pulling-in from the west on the Grand Ave. line will make a double wye at Grand & Snelling and pull-in over the proper track. (Rulebook: it is forbidden to run cars in the opposite direction on any track without special orders.)

11-11-1908 Arrange to double-head the 1 a.m. and 2 a.m. W. 7th St. owl runs, arranging for the car to take its time as follows: Station 12:41 a.m., Coop 1:00, Tuscarora 1:25, Coop 1:43, 7th & Broadway 1:51, Coop 2:00, Tuscarora 2:18, Coop 2:36, Station 2:56.

4-6-1909 Destination signs mentioned:
LOOP
WABASHA to INDIAN MOUNDS
SOUTH ST.PAUL
MISS. & WEST ST.PAUL
JACKSON & STRYKER

4-28-1909 Mentions cars remaining on the side track west of Duluth Ave. for the greater part of the night. The practice was probably unavoidable. In future the trolley was to remain up and all the lights, including the tail light, left on.

6-11-1909 Work trains and other special trains will discontinue the practice of wying at 7th & Wabasha and 7th & Broadway. Must now follow the same route as the regular cars.

8-12-1909 The Accounting Dept. credits short line earnings on inter-city lines to the appropriate city involved. The following trains should be credited to St.Paul Local lines: Selby Ave. short line, Como Park, Ball Grounds, Circus Grounds, and all cars marked TO SNELLING AVE. except regular pull-out and pull-in trains.

SELBY-LAKE LINE
OPERATING BULLETINS AND SPECIAL NOTICES
1905-1910

5-19-1906 Beginning Monday May 21st "Selby Ave." and "Lake St." lines will be operated as an Interurban line from Broadway to Lake & Hennepin.

6-29-1906 "Selby-Lake" line extended downtown and goes along Hennepin Ave.-6th St.-1st Ave. N.-5th St.-Hennepin Ave. and return same.

7-11-1906 The practice of conductors sitting down while on duty will be discontinued at once. Also the tipping up of rear cane seat in cross-seat cars and sitting on edge of seat will be discontinued.

7-11-1906 Selby-Lake line motormen may use seat between Dale St. and 31st Ave. (Wonderland) and between Lake St. & Hennepin Ave. and Franklin Ave. going in either direction.

12-12-1906 Commencing Wednesday December 19th the "Selby-Lake" line will be operated via Selby, Farrington, Rondo, Rice, Smith Ave. to 3rd St. and then on old route to Broadway. (Mentions a switch point at Rondo and Farrington.)

12-17-1906 The notice was instructions as to passenger stops, hills and curves on temporary route while Selby Tunnel was under construction. Items of interest: (1) On and after Wednesday December 19th the route of all "Selby & Merriam Park" and "Selby-Lake" cars will be as at present, to Rice & College, thence on College to Smith Ave., to West 3rd St., then over old route via Seven Corners and 4th St.; (2) mentions the junction curve at College and Rondo.

12-24-1906 The speed of all cars will be 3 miles per hour while crossing the switchwork at Selby and Syndicate Avenues at entrance to the dump track.

11-18-1906 The three windows on the left hand side of the motorman's vestibule are BLOCKED because of liability of injury when open.

12-26-1906 Reminder of Notice dated 11-23-1903. Ashes accumulating in Baker Heaters will NOT be emptied during the day at any time on the line, nor be dumped in coal hod on pull-in trips, but are to remain in ash pit and taken out at the Station.

As of 1-23-1907 some "Selby-Lake" runs were being operated from Selby Station.

6-11-1907 On pull-in trips when pulling in from Minneapolis to Snelling Station conductors will change signs on layover at 1st Ave. N. to read LAKE STREET, and after leaving Wonderland signs will again be changed to read TO STATION ONLY.

8-22-1907 Selby Tunnel [the notice referred to it as Selby Subway]: two cars going in same direction must NOT be in arch of Tunnel at the same time. Speed down the incline must never exceed 10 m.p.h. Leaving Tunnel at lower end speed must not exceed 5 m.p.h. and cars must be under full control crossing Pleasant Ave.

8-28-1907 Crossovers have been placed between the double track on Selby Ave. on both sides of Snelling Ave. All classes of equipment going to the Station approaching Snelling Ave. from the east will use the crossover east of Snelling; those approaching from the west will use the west crossover. Under no circumstances must any class of equipment back across Snelling Ave. and the crosstown tracks.

9-5-1907 Selby Tunnel. Turn on car lights eastbound at Nina Ave.; turn off lights after crossing Pleasant Ave. Turn on car lights westbound before crossing Pleasant Ave.; turn off lights at Nina Ave.

9-16-1908 Selby-Lake, Selby Ave., Merriam Park lines. A red target with a white P has been placed at the west entrance to Selby Tunnel. Applies to tunnel entrance and NOT to Nina Ave. Indicates cars must come to a full stop before entering the tunnel.

4-14-1909 Double track is being installed at the railroad crossings. Meeting of trains [streetcars] on the railroad crossing is absolutely prohibited.

INTERURBAN LINE
SPECIAL NOTICES
1905-1910

7-23-1907 Mentioned crossovers on University Ave.: one in front of Snelling Station, and one just west of Snelling Ave.

9-9-1907 In the operation of cars carrying side bracket lights over the Interurban Line, such lights must be taken off the cars before passing under the viaduct at 8th Ave. S. and Washington Ave. S.

4-14-1909 Double track is being installed at the railroad crossing. Meeting of trains [streetcars] on the railroad crossing is absolutely prohibited.

OPERATING BULLETIN

AUGUST 22, 1907

SELBY TUNNEL

Two cars going in the same direction must not be in the arch of the Selby Tunnel at the same time.

Speed down the incline must NEVER exceed ten (10) miles per hour. Leaving Tunnel at the lower end speed must not exceed five (5) miles per hour, and cars must be under FULL CONTROL crossing Pleasant Ave.

Motormen observing trackmen or others in the Tunnel will immediately bring car to full control.

During the daytime lights should be turned on while cars are going through the Tunnel.

Conductors must invariably remain on back platform holding all slack out of trolley rope so that in case of trolley leaving wire it may be immediately pulled down.

EQUIPMENT INFORMATION
FROM OPERATING BULLETINS
1905-1910

6-20-1905 #671 Tool boxes of all large cars are now equipped with two camelbacks for rerailing cars.

12-29-1906 Special Notice to Selby-Lake Line Motormen. The practice of using oiled waste on the master controller fingers must be stopped at once. Motormen will promptly report any defect in operation of controllers to the Station Foreman and allow shopmen to remedy it.

6-8-1907 Complaints have been made by the Mechanical Department that motormen are plugging "M" control and filing off notches on the air valves, changing the automatic, and doing various other things to the operating machinery of the cars. THIS MUST BE STOPPED AT ONCE.

3-25-1908 A new Assignment of Cars was the subject and an attached copy was mentioned; unfortunately the copy was not included with the copy of the bulletin.

A copy of the St.Paul Division pull-ins for mechanical and electrical problems on Tuesday April 21st, 1908, was included. [I did not list the brief description of the problem.]
The headings were Station, Car Number, and Line [listed as on the report].

7th St.	524	Randolph	Snelling	1242	Lake
Snelling	1292	Interurban	"	1244	Lake
"	1160	Como	"	874	Crosstown
"	1159	Como	"	873	Grand
"	1176	Lake	"	927	Grand
"	1185	Lake	"	840	Hamline
			"	800	Rice

10-27-1908 In the future all cars pulling out of E. 7th St. Station in the morning are to be equipped with tail lights. Under present conditions no cars will be run without tail lights before 6:30 a.m.

7-1-1909 To the E. 7th St. Station Foreman. Will you please see that "700" type jof equipment with K-14 controller is used on pull-outs in the future and that the Mississippi St. line is filled with the "900" type equipment.

7-10-1909 Motorman Anderson #2000 agreed to go to Fargo. [Apparently this refers to cars sold to the Fargo & Moorhead St. Ry.; presumably he was to instruct F&M St. Ry. motormen in operation of the cars.]

SOME INTERESTING OPERATING RULES

1. The Private Car had right-of-way over all other cars except on curves. When it was following another car and desired to pass it, the motorman of the Private Car would give one long whistle blast; the motorman of the preceding car was then to take the first siding and permit the Private Car to pass. The conductor of the preceding car was to indicate by waving his hand that he understood the signal and see that his motorman understood what was required. This rule also applied to Wreckers, Snow Plows and Wire Cars which had right-of-way over all other types of equipment except on curves.

2. At curves the car on the outside track had right-of-way over the car on the inside track regardless of class.

3. Between cars of the same class:
   (a) main line cars had right-of-way over branch line cars (the straight line was considered the main line);
   (b) at street intersections the inbound car had right-of-way over the outbound car (in Minneapolis inbound was defined as toward Hennepin Ave. or Washington Ave.; in St.Paul it was defined as toward Wabasha St. or 7th St.);
   (c) at right angle intersections the northbound or southbound car had right-of-way over the eastbound or westbound car.

4. Work Cars, Supply Cars, and Not In Service cars had no right-of-way.

5. Chartered cars running as local equipment had corresponding rights.

6. At all crossover switches the car that was about to use the crossover was always to give the right-of-way to the car on the straight track.

7. Small red circular targets were placed over circuit breakers on the trolley wire to indicate the position of the breakers. Current was not to be used while the trolley wheel was passing under the circuit breaker.

CARS ON THE LINE AT 6 P.M.

Wednesday, March 25, 1915

LINE	Within City Limits of MINNEAPOLIS	Within City Limits of SAINT PAUL	SUBURBAN (Outside Limits of either City)
Local	465	249	
Selby-Lake	22	24	
Snelling-Minnehaha	7	12	
Como-Harriet	32	17	
Minneapolis & St.Paul	35	31	
Hopkins	0		2
Robbinsdale-St.Louis Park	8		0
Minnetonka	3		4
Stillwater		10	7
Total	572	343	13
P/c —	61.7%	36.9%	1.4%

Division of Suburban and Inter-city cars based on schedules.

CARS ON THE LINE AT 6 P.M.

Wednesday, January 19, 1916
" February 16, 1916
Thursday, March 16, 1916

LINE	Within City Limits of Minneapolis			Within City Limits of St.Paul			(Outside Limits of Either City) Suburban		
	1-19	2-16	3-16	1-19	2-16	3-16	1-19	2-16	3-16
Local	480	494	494	248	254	257			
Selby-Lake	21	21	21	25	25	25			
Selling-Minnehaha	7	7	7	12	12	12			
Como-Harriet	35	37	37	19	19	19			
Minneapolis & St.Paul	27	31	31	40	40	41			
Lyons							1	1	1
Robbinsdale-St.Louis Park	9	9	9						
Minnetonka	2	2	2				4	4	4
Stillwater				10	10	10	7	7	7
Stillwater Locals							4	4	4
Total									
Minneapolis	581	601	601						
St.Paul	354	360	364	354	360	364			
Suburban	16	16	16				16	16	16
GRAND TOTAL.....	951	977	981						
	61.1%	61.6%	61.2%	37.3%	36.8%	37.2%	1.6%	1.6%	1.6%

TWIN CITY LINES

	All Cars Owned System as of Jan.1st.	All Cars Operated System	All Cars Operated in Mpls.	All Cars Operated in St.Paul	All Cars Operated On Suburban	
1916	1,038	977	606	350	21	Mar. 16, 1916
1917	1,103	969	601	347	21	
1918	1,051	808	501	289	18	
1919	1,051	921	563	319	39	Nov. 28, 1919
1920	1,049	908	548	325	35	Dec. 17, 1920
1921	1,030	950	575	341	34	Feb. 21, 1921
1922	1,030	929	578	327	24	Mar. 23, 1922

4-12-22.

Orig to RR Com 4/12/22

TRACK MILEAGE

TWIN CITY LINES

January 1, 1919

DIVIDED AT CITY LIMITS

	1st Track	2nd Track	Carhouse & Storage	Total
CITY OF MINNEAPOLIS				
Como-Harriet	9.605	9.213		18.818
Mpls. & St. Paul	5.676	5.576		11.252
Snelling-Minnehaha	9.062	8.927		17.989
Selby-Lake	4.769	4.641		9.410
Local Lines	74.067	60.420	13.702	148.189
TOTAL	103.179	88.777	13.702	205.658
CITY OF ST. PAUL				
Como-Harriet	7.819	6.987		14.806
St. Paul & Mpls.	6.742	5.909		12.651
Snelling-Minnehaha	8.222	8.148		16.370
Selby-Lake	6.193	6.017		12.210
Local Lines	52.289	43.738	16.184	112.211
TOTAL	81,265	70.799	16.184	168.248
Outside of Cities	58.583	17.229	1.783	77.595
TOTAL MILES OF TRACK	243.027	176.805	31.669	451.501

DIVIDED AS OWNED BY THREE COMPANIES

Minneapolis Street Ry. Co.				
Como-Harriet	9.605	9.213		18.818
Mpls. & St.Paul	5.676	5.576		11.252
Snelling-Minnehaha	9.062	8.927		17.989
Selby-Lake	4.769	4.641		9.410
Local Lines	71.057	57.700	13.482	142.239
TOTAL	100.169	86.057	13.482	199.708
The St.Paul City Ry. Co.				
Como-Harriet	7.819	6.987		14.806
St.Paul & Mpls.	6.742	5.909		12.651
Snelling-Minnehaha	8.222	8.148		16.370
Selby-Lake	6.193	6.017		12.210
Local Lines	48.989	42.053	16.184	107.226
TOTAL	77.965	69.114	16.184	163.263
The Mpls.& St.Paul Sub'n R.R.	64.893	21.634	2.003	88.530
TOTAL MILES OF TRACK	243.027	176.805	31.669	451.501

1-27-1919.

~~tendent, writes that the plan works out very satisfactorily~~.

L. S. Cairns, general superintendent of the Twin City Rapid Transit Company, of Minneapolis, Minn., informs us that the plan of assigning crews to certain cars and allowing the same men to retain the same car day after day has been considered impractical by this company. He thinks that there is no doubt that if such a system could be carried out for any considerable period of time, a very material mechanical department cost saving could be obtained. Trainmen would undoubtedly take particular pride in their car, which would work to the lessening of the shop repair cost. On a system the size of the Twin City Lines, on which 800 standard four-motor passenger cars are in operation, it has not been found practical to put in such a system for the following reasons: Approximately 50 per cent of the equipment is provided with the latest interpole type of motor, the car bodies being the largest and newest and of the lightest construction. These are assigned to car runs which pull out early in the morning, staying on the line during midday, through the rush hours and until late at night. The cars with older types of motors, some of which have smaller vestibule bodies, are used for the 110 per cent increased rush hour service. The later type of cars are on the road on an average of from 15 to 20 hours a day of continuous service. This requires, on the company's system of reliefs, at least three or four crews operating the same car in each 24-hour period. The same car is operated on the same run for several days in succession and then kept in during an ensuing day for general repairs and overhauling. All car repairs and practically all of the car cleaning is done during the day time, eliminating night work. During the day if a car is in the shop for general attention, some other type of car is placed out on the run while this car is in the shop. This necessitates the men operating different cars at various times. Different schedules are in effect on Saturdays and Sundays than are made on week days, which would throw various combinations of men on the cars on different days. Men off duty require the substituting of extra men, which would further tend to render ineffective any such plan of operation. Single stretches, or swings of work, which would cause only two crews to operate the same car during a day, and the entire disregard as to the class of equipment used in all-day service, as well as the making of all repairs at night, might, Mr. Cairns states, make possible this system of operation.

STATION CAR INSPECTION SCHEDULES

Each Car Station assigned its cars to the various lines according to a definite system. This was done so that each car got cleaned daily and inspected every other day for wheel and brake defects. The following system was used beginning in 1936.

	Nicollet Station	North Side, Snelling Stations	Lake St., East Side Stations
First Day	1100's 1500's 1600-1607 1800's	Odd numbered cars	Even numbered cars
Next Day	1200's 1400's 1600's 1700's	Even numbered cars	Odd numbered cars

Duluth Station was small and did not hold enough cars to permit odd or even numbered cars on alternate days, so a car would be assigned to full time operation one day, and to rush hour service only the next day.

NUMBER OF CARS OPERATED — OCTOBER 21, 1947

		A.M.	DAY	P.M.	NIGHT	OWL	Line length — Miles
EAST SIDE STATION							16.16/4.41
Como-Harriet-Hopkins		52	27	50	13	3	Hopkins
Oak-Harriet		24	12	24	8	1	9.96
Inter-Campus Special		6	3	2			3.61
Interurban extras		6		4			
NICOLLET STATION							
Nicollet-2nd St. N.E.— N.W. Terminal		54	20	48	15	1	9.38/8.66
Glenwood-4th Ave.		27	10	28	8	1	6.94
LAKE ST. STATION							
Minnehaha-Ft. Snelling		20	12	20	8	2	8.85
Ft. Snelling Extension		1	1	1	1		1.07
Interurban extras		2					
NORTH SIDE STATION							
Chicago-Penn-Fremont		73	27	75	20	3	10.54/10.71
Broadway		4	3	4	2		3.45
Interurban extras		6		3			
SNELLING STATION							
Interurban		57	29	67	13	2	10.36
Snelling Ave.		14	6	12	6		5.26
Rice-So. St. Paul extras		9					
Como locals		1					
DULUTH AVE. STATION							
Rice-So. St. Paul		16	8	18	7	2	9.78
Rondo-Stryker		7	4	7	3	1	5.19
Maria-Ft. Snell.-47 Av.		12	7	12	6	2	10.67
NICOLLET and EAST SIDE STATIONS							
Bryant-Johnson	Nic	30	14	34	10	2	
	ES	17	6	15	4		
	Total	47	20	49	14	2	10.70
Grand-Monroe	Nic	13	6	14	4		
	ES	13	3	12	3	1	
	Total	26	9	26	7	1	8.19
LAKE ST. and EAST SIDE STATIONS							
Bloomington-Col. Hts.	LS	17	7	18	6	1	
	ES	15	5	12	4	1	
	Total	32	12	30	10	2	11.05
Plymouth-E. 25 St.	LS	23	7	20	7	2	
	ES	2	1	7	1		
	Total	25	8	27	8	2	10.28

		A.M.	DAY	P.M.	NIGHT	OWL	Line Length — miles
LAKE ST. and NORTH SIDE STATIONS							
28 Ave. So.-Robbinsdale	LS	27	9	21	7		
	NS	13	3	8	1		
	Total	40	12	29	8		13.20
34 Av. S.-N. Bryant	LS	17	8	15	6	2	
	NS	9	2	5	2		
	Total	26	10	20	8	2	12.15
LAKE ST. and SNELLING STATIONS							
Selby-Lake	LS	39	24	42	15	3	
	Sn	17	1	20	5		
	Total	56	25	62	20	3	10.81
DULUTH AVE. and SNELLING STATIONS							
Grand-Mississippi	Dul	11	1	7	2	1	
	Sn	13	7	20	4	1	
	Total	24	8	27	6	2	9.13
Hamline-Cherokee	Dul	4	1	4	2		
	Sn	13	6	14	5	2	
	Total	17	7	18	7	2	8.22
St. Clair-Payne	Dul	9	4	15	3		
	Sn	11	5	15	4	2	
	Total	20	9	30	7	2	9.80
Dale-Phalen	Dul	6	3	11	2	1	
	Sn	6	4	7	3		
	Total	12	7	18	5	1	8.69
Randolph-Hazel Pk.-Mahtomedi	Dul	23	9	25	7	2	11.20 R-HP
	Sn	7	4	18	2		13.35 7 & Wab.-Mahto.
	Total	30	13	43	9	2	
Grand Totals							
East Side Station		125	57	122	33	6	
Nicollet Station		124	50	124	37	5	
Lake St. Station		136	68	137	50	10	
North Side Station		97	35	92	25	3	
Minneapolis Total		481	213	474	145	24	
Snelling Station		140	62	142	42	7	
Duluth Ave. Station		88	37	91	32	9	
St. Paul Total		228	111	232	74	16	
Twin City Total		709	324	706	219	40	

Line Mileages
May 20, 1946

Minneapolis

Como-Harriet-Hopkins		22.49
54th & France to St.Paul Loop	18.08	
44th & France to Hopkins	4.41	
(Henn. & Wash. to 44th & France 3.79)		
(44th & France to Brookside 1.25)		
Minneapolis-St.Paul		10.36
Selby-Lake		10.81
Oak-Harriet		9.96
Plymouth-E. 25th St.		10.28
Nicollet-2nd St. N.E.		9.38
Nicollet-N.W. Terminal		8.76
Grand-Monroe		8.19
Bryant-Johnson		10.73
Bryant to 54th-Penn		11.35
Glenwood-4th Ave. S.		6.94
34th Ave. S.-N. Bryant		12.15
Chicago-Fremont		10.71
N. Emerson	3.78	
Chicago-Penn		10.54
28th Ave. S.-Robbinsdale		13.20
5th & Hennepin to 36th & France	4.99	
Minnehaha-Fort Snelling		8.85
Fort Snelling Stub		1.07
Broadway		3.45
Inter Campus		3.61

St.Paul

Grand-Mississippi		9.13
Hamline-Cherokee		8.22
Ft. Snelling-Maria		10.67
Dale-Phalen		8.69
St.Clair-Payne		9.80
Rondo-Stryker		5.19
Rice-South St.Paul		9.78
6th & Robert to Inver Grove	6.99	
Randolph-Hazel Park		11.20
Hazel Park-Mahtomedi (7th & Wabasha to Mahtomedi)		13.35
7th & Wabasha to Hyacinth Ave.	5.08	
Hyacinth Ave. to Mahtomedi	8.27	
Snelling Ave.		5.26

Totals

Minneapolis Local	120.82
St.Paul Local	77.94
Total	263.89

Como-Harriet was missing. (Int. Spec. 14)

SCHEDULE SPEEDS
Miles Per Hour
May 20, 1946

Line	Mileage	Day	Rush	Nights	Owl
Oak-Harriet	9.96	11.9	10.3	12.2	13.6
Plymouth-E. 25th St.	10.28	12.3	11.2	12.3	14.0
Nicollet-2nd St.N.E.	9.38	11.7	10.6	11.7	13.7
Grand-Monroe	8.19	10.9	10.0	10.9	13.6
Bryant-Johnson	10.70	11.7	11.1	12.2	13.4
Glenwood-4th Ave.	6.94	12.2	10.7	12.3	13.7
Bloom.-Col. Hts.	11.05	13.3	12.0	13.5	14.4
34 Ave.S.-N. Bryant	12.15	12.9	12.0	13.3	14.9
Chicago-Penn	10.54	12.4	11.3	12.4	14.0
28 Ave.S.-Robbinsdale	13.20	12.6	11.8	13.0	14.1
Grand-Mississippi	9.13	12.7	11.2	13.7	14.0
Hamline-Cherokee	8.22	12.0	11.2	12.0	13.3
Dale-Phalen	8.69	11.1	9.8	11.9	12.4
Snelling Ave.	5.26	10.8	10.8	10.8	----
Rice-So.St..Paul	9.78	12.8	11.1	13.3	15.0
St.Clair-Payne	9.80	12.5	11.1	14.0	14.0
Randolph-Hazel Park	11.20	13.2	11.4	14.0	14.9
Rondo-Stryker	5.19	11.5	10.0	11.5	11.9
Ft.Snelling-Maria	10.67	13.6	12.3	13.6	15.2
Interurban	10.36	11.7	10.9	12.2	13.8
Selby-Lake	10.81	12.2	10.6	12.7	15.1
City Limits to Hopkins	4.41	20.3	16.5	20.3	----
7th St. to Mahtomedi	13.35	15.7	15.1	16.4	----
Inter-Campus	3.61	15.5	15.5	----	----
Chicago-Fremont	10.71	12.6	11.5	12.6	14.3
Broadway	3.45	11.5	10.9	12.9	----
Ft. Snelling Ext.	1.07	10.7	10.7	10.7	----
N. Emerson	3.78	----	11.3	----	----
Minnehaha-Ft.Snelling	8.85	13.6	12.4	13.6	15.2
System	263.89	12.6	11.4	12.8	14.2

Description	Mid-Day	Rush	Fast-Time	Owl
Average System	12.55	11.42	12.85	14.15
Hopkins	20.35	16.54	20.35	
Inter Campus	15.47	15.47		
Mahtomedi				
7th & Wab. to Mahtomedi	15.71	15.11	16.35	
Hyacinth to Mahtomedi	18.37	18.37	18.37	

CARS ON LINES
P.M. RUSH HOUR
April 28, 1947

Minneapolis and Inter-City Lines	Cars
Chicago-Penn-Fremont	76
Selby-Lake	62
Mpls.-St.Paul	52
Como-Harriet	50
Nicollet-2nd St. N.E.	49
Bryant-Johnson	47
28th Ave.S.-Robbinsdale	31
34th Ave. S.-N. Bryant	29
Bloomington-Columbia Heights	28
Grand-Monroe	26
Glenwood-4th Ave. S.	26
Plymouth-E. 25th St.	26
Oak-Harriet	25
Minnehaha-Ft. Snelling	20
Broadway	4
Inter-Campus Special	2
Ft. Snelling Extension	1
Minneapolis subtotal	554

St.Paul Lines	Cars
Randolph-Hazel Pk.-Mahtomedi	41
Grand-Mississippi	28
St.Clair-Payne	27
Hamline-Cherokee	18
Rice-South St.Paul	16
Dale-Phalen	15
Ft.Snelling-Maria	12
Snelling Ave.	12
Rondo-Stryker	7
St.Paul subtotal	176
System total	730

SIGNAL SYSTEMS PROTECTING SINGLE TRACK

White light clusters were placed on the span wire pole at the entrance to all single track extensions of local lines. Switches for these were in a locked box on the pole, manually operated by the motorman. When the lights were on this signified the single track was occupied; when they were off the single track was clear. These were of two types. The first type was a cluster at the entrance to single track only; the motorman turned on the lights before entering the single track and turned them off when leaving the single track. Under this type only one car at a time could use the single track. The second type consisted of four light clusters, two at each end of the single track. Under this system two cars could share the single track. All extra or special cars were to operate on local single track only as another section of a regular car, the motorman of the regular car operating all the switches. Later on these light clusters were replaced by red and green signal lights with trolley wheel actuated contactors mounted on the overhead trolley wire.

A list of installations has been compiled from the construction journals.

1914 Camden Extension, Minneapolis. Jackson St., Stryker Ave., St.Paul. South St.Paul. One Nachod Type H semaphore at the entrance to single track on the South St.Paul line. East 50th St., Minneapolis.
1915 One Nachod Type H semaphore at the entrance to single track on St.Clair St., St.Paul.
1916 Cedar Ave. from 35th St. to 42nd St., Nicollet Ave. from 50th St. to 54th St., Minneapolis. South St.Paul right-of-way.
1918 Light cluster at Prior Ave. and University Ave., St.Paul.
1919 Telephone booths for dispatching purposes installed at the two wyes, 6th St. and Linden St., on the South St.Paul line.
1921 All manual systems: Camden Extension, Columbia Heights single track, Minneapolis. Randolph Ave. Extension, St.Paul. Single track signal at Inver Grove on the South St.Paul line.
1922 Signal lights on Prior Ave. single track, St.Paul.
1923 Signal lights on: (1) E. 25th St. line at various points south of Lake St., Minneapolis; (2) Prior Ave., St.Paul; (3) Maryland Ave. from Dale St. to Wheelock Parkway, St.Paul. Nachod signal lights were removed and replaced by standard light clusters on Jackson St., Western Ave., and Stryker Ave., St.Paul.
1925 From Cedar Ave. and 42nd St. to 52nd St. and Bloomington Ave., Minneapolis.
1930 Removed from Cedar Ave. between 42nd St. and 50th St., Minneapolis.
1932 Nachod installation on the St.Louis Park line: W. Lake St. from Excelsior Ave. to Fern Siding; revised in 1933. Bryn Mawr line, Minneapolis.
1940 Robbinsdale line from France Ave. and Oakdale Ave. to 42nd Ave. N. and Broadway Ave. N..

As of 1945 the signal systems on single track segments consisted of red and green signal lights operated by trolley contactors. These were located at Hopkins, Robbinsdale, Columbia Heights, South St.Paul-Inver Grove, and in Minneapolis on Penn Ave. S. and France Ave. S..

SPAN WIRE TARGETS

Large rectangular targets were hung on the span wires at certain locations. When any of these were suspended at the approach to a bridge or viaduct the targets were to be considered with reference to the bridge or viaduct and not to nearby street crossings.

Plain White:	No attention to be paid to target. The reverse sides of all targets were painted white.
Plain Red:	Reduce speed to 4 m.p.h. before and while crossing the place indicated.
Red with White "S":	Make safety stop before crossing place indicated. Do not open gates.
Red with White "P":	Make safety stop and open gates to permit passengers to board or alight before crossing the place indicated.
Yellow:	Caution--cars do not clear.

The Nachod Signal Company, Inc., manufactures other types of Signals, etc., some of which are enumerated:

TYPE C

A simpler permissive system using but one wire and made from type CD by subtracting parts. Limited to through type sidings with spring switches. Contactors are non-directional and must be placed on double track where each is traversed one way only. Main relay is interchangeable with type CD.

TYPE MD

A four line wire signal for facing protection on single track between successive through or stub-end turn-outs, and for single track curve protection. Constructed on the highest principles of safety in contact signaling. Car sets opposing signal at Stop and then receives a permissive signal over a separate circuit as an indication. Signals mutually interlocked; signals show Stop indication by removal and not by application of power.

TYPE H AND HD

Single and two line wire signals for the protection of following movements on double track and for double track curve protection; two position signals, to be installed with an overlap or with all-light distant signals; also for single-end spurs at the end of double track.

TYPE N

A three-indication all-light signal using two line wires, for the same purpose as the previous type, the caution feature of the overlap or distant signal being obtained by the third indication. The most modern and desirable of spacing systems on double track.

TYPE RD

A four line wire signal for facing protection on single track between successive passing points. Normal closed circuits to give Proceed indication. Permissive signal received over a separate circuit after the opposing signal has been set to Stop by opening its circuit. Auxiliary manual control incorporated to give Limited Permissive feature, as well as to convert signals to the Absolute type. Individual relays of the unit type, not oil immersed; each entirely separate and removable; relays have maximum number of contacts, allowing great flexibility of connections. Indications by lights. The most complete permissive signal manufactured.

TYPE QD

A four line wire Absolute signal for both facing and following protection on single track curves, and giving indications by lights. Signal at one end normal Stop, with a preliminary contactor a braking distance in advance. Signal at other end of block normal Proceed. Car passing preliminary contactor reverses both signals, receiving a Proceed signal as it passes into block, after which the latter goes to Stop, leaving both signals at Stop with car in block. Object of preliminary is to prevent both opposing cars entering block simultaneously from receiving Proceed signals. This type may also be used as an Absolute signal for single track opposing movements between passing sidings.

TWO-LIGHT SIGNAL

A very simple light signal, using duplex relay as in lower part of Fig. 19. It shows Proceed normally, is thrown to Stop as the car passes it, and is returned to Proceed as the car passes the clearing contactor. Light indications are as shown in Fig. 18. It may be used as a single track spur signal, also a simple rear protection signal, annunciator signal, etc., and is provided with two non-directional contactors, or with one directional contactor.

Highway Crossing Signal

TYPE OF CONTROL

For Single Track (1), non-car-counting, for a single car passing (S).
For Single Track (1), car-counting, for close following movements (M).
For Double Track (2), non-car-counting (S).
For Double Track (2), car-counting (M). Further described in Catalogue 720.

KIND OF WARNING INDICATION

Bell, 12 in. loud ringing type, with door on rear (B).
Flashing Lights, 4 lights at the focus of 8 in. red lenses (L).
Wig Wag, swinging disk carrying red light in marine fitting (W).

The car-counting control means that the warning signal will be continued while several cars follow closely past the crossing. Any type of control may be equipped with any kind of warning indications. Thus 1SBL is a Highway Crossing Signal for single track with non-car-counting control, with indications by bell and flashing lights. Silent signal is type LW.

Automatic Headway Recorder

For recording passing time of cars at points where installed. Car passing under contactor prints a mark on clock-driven chart, the location of which mark shows the time of its passage. Chart shows all cars both ways for a whole day. Further described in separate catalog and manual.

TYPES

R1 for use on Single Track.
R2 for use on Double Track.
R3 for use on either Single or Double Track.

NACHOD SIGNAL CO., Inc.,
LOUISVILLE, KY.
CATALOG NUMBER 719, CD SIGNALS
1918

along a pipe encountering a high-resistance joint does not cause corrosion of the joint where the current flows around the joint through the surrounding soil.

Joint corrosion is by no means the most serious objection to electrical drainage of piping systems. High-resistance joints such as are always present in gas and water-piping systems with lead or cement joints will cause the stray currents carried by these piping systems to leave the pipes, to flow to other sub-surface metallic structures, causing electrolytic corrosion of the pipes at locations other than directly at the joints. This trouble is generally more serious than electrolytic corrosion directly at the joint.

However, let us discuss the question of joint corrosion. Mr. Roper states that "an earnest endeavor was made to find an actual case of joint electrolysis in Chicago. No such case has ever been found." This statement is quite sweeping in character and misleading to those not familiar with conditions in Chicago and throughout the country. The Palmer report, covering the electrolysis investigation in Chicago, shows a photograph of a serious case of joint corrosion where the fittings in the pipe were on the spigot end of the pipe. Such authorities as the late Prof. A. F. Ganz, D. H. Maury, chairman of the electrolysis committee of the American Waterworks Association, Professor Blake who reported on electrolytic conditions in Kansas City and Richmond, and A. A. Knudson who reported on the electrolysis situation in New Bedford, all agree that joint corrosion may be serious.

Mr. Von Maur, chairman of the electrolysis committee of the American Gas Association, reports a number of cases of serious joint corrosion in St. Louis where holes were eaten entirely through the gas mains, all of the trouble being confined to the 18 in. near the joint. The writer has seen a number of serious cases of joint corrosion in locations where the gas and water mains are negative to all adjacent structures, where electrical measurements were taken to establish this beyond doubt. I question whether electrical drainage of piping systems should be permitted at all.

It should be further pointed out that the electrical drainage system which was installed in the Illinois substation district in Chicago was in operation less than ten days. No conclusion can therefore be drawn from this installation.

H. C. SUTTON.

Coasting Saves Power in Twin Cities

Even Fractional Installation Indicates that Substantial Savings Are Being Made

AS OF JUNE 15, 1918, the Twin City Rapid Transit Company had already installed 340 out of the 1100 Rico coasting recorders purchased to outfit its system completely. Part of these 340 were on four fully-equipped lines out of Nicollet station as follows: Marquette and Grand; Fourth Avenue south and Sixth Avenue north; Monroe and Bryant; Fifty-fourth Street and Columbia Heights. Other lines are in process of being equipped and while the installation is still not complete the company is well pleased with the results obtained.

Records were taken from the time the first recorders were put out, but the first comparative statement for the information of the men at Nicolett station was not issued until April 1. This was accompanied by a bulletin from General Superintendent Caufield, who explained why men on the extra list would be grouped by themselves for the sake of fairness. Mr. Caufield also pointed out that a man's coasting record was in direct proportion to the amount of his willingness and earnestness to "Save and Serve."

At the very beginning of the year 1918 the company issued to the trainmen a booklet entitled "Doing Our Bit—Coasting and Its Relation to the War." At the opening was this quotation from Bulletin 183 of the United States Fuel Administration: "An investigation convinces us that electric railways offer a chance for large savings." The relationship between coasting and fuel saving was succinctly portrayed thus:

MORE COASTING ⟶ LESS POWER
LESS POWER ⟶ LESS COAL

An informal coasting campaign had indicated to the company that with the co-operation of the trainmen the total amount of coasting then being done could be increased by not less than 10 to 15 per cent. This estimate, as will appear later, already was very greatly exceeded—a compliment to the management, the men and the coasting recorder.

The remainder of the pamphlet gave the men good suggestions on how to operate more efficiently through increased coasting and how to key the coasting recorder and turn in the printed record therefrom. The conclusion said: "The more you *coast*, the more coal you will save, the easier will be your work, the less will be the wear and tear on the car equipment, and the safer and more comfortable will be the ride of passengers, the customers who pay your wages.

"In the interest of safety and economy, and on behalf of the nation at large, the management asks the hearty co-operation of each trainman toward the successful carrying out of this cmpaign."

That the men responded heartily from the start to this appeal to save power is clear from the following results secured during the first half of last year:

COASTING PERCENTAGES ON TWIN CITY LINES OUT OF NICOLLET STATION

	January	May	June
Marquette and Grand	25.6	31.2	30.2
Fourth Avenue South and Sixth Avenue North	21.5	25.7	24.9
Monroe and Bryant	22.0	28.7	28.1
Fifty-fourth and Columbia Heights	22.2	27.8	26.8
Extra list	23.9	25.5	25.4

It is hardly necessary to point out that from the very beginning the men showed a big advance over the ordinary unchecked motorman. The slight drop in June did not indicate a decrease in efficiency, because some of the lines were speeded up at the same time that increased travel increased the number of stops per mile. Nor is any attempt being made to drive the men. The management is satisfied that if the men are thoroughly imbued with the importance of coasting they will continue to improve steadily and permanently. It is much more to the point to have a good general average than a few very high ones and a mass of low ones.

On the basis of only 30 per cent equipment of the Twin City lines with coasting recorders, Chief Engineer Scofield found an energy saving of 5 per cent for the whole system, which would indicate a saving of at least 16 to 17 per cent for complete installation. Mr. Scofield has kept careful records of energy consumption per car-mile over many years. With due allowance for weather and temperature conditions, the saving can be accounted for only through the correct use of the coasting recorders.

The War is over, but not its effects

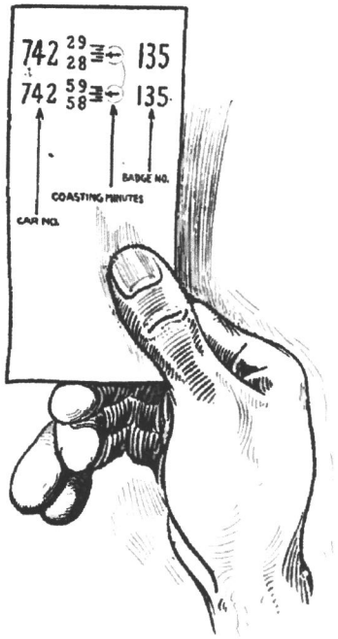
The Great War sickness is over but convalescence is going to take a long, long time—

Especially the convalescence of electric railways which with few exceptions found their expenses rising faster than their income.

No easing of fuel restrictions can begin to make up for the urgent necessity of saving power, not simply to save coal, but to save *money*.

We urged you during the war to save coal as a matter of patriotism; we now urge you to save it as a matter of necessity.

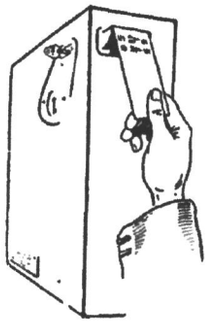
Your one best means of



The Trip-by-Trip Record of Coasting Time is Printed Automatically

Reducing Power Bills is through the

Rico Coasting Recorder



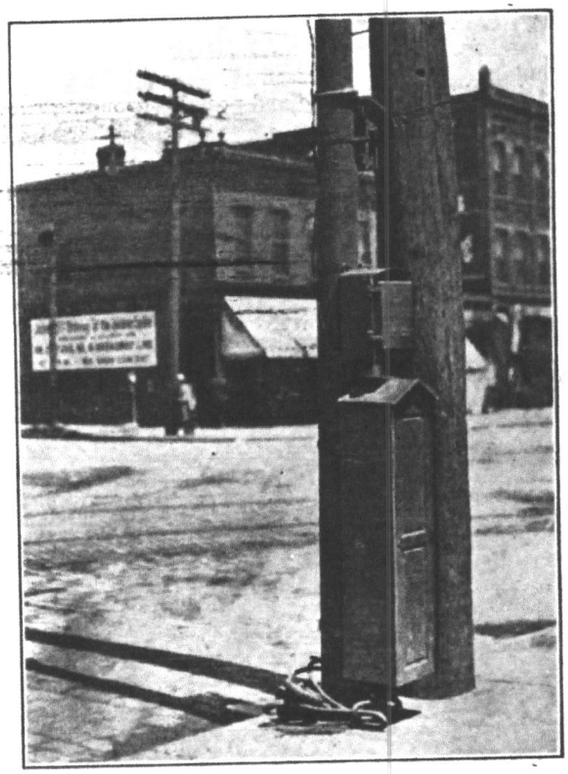
Time is the Essence of Railroading

RAILWAY IMPROVEMENT CO. RICO 61 BROADWAY, NEW YORK

ERJ 10-17-1914

Emergency Kits at Junction Points

At a great number of junction points on the Minneapolis and St. Paul street railway systems of the Twin City Rapid Transit Company emergency outfits similar to that shown in the accompanying halftone are maintained. These outfits are housed in a wooden box located under the railway's telephone call box. The



EMERGENCY TOOL BOX AT JUNCTION POINT

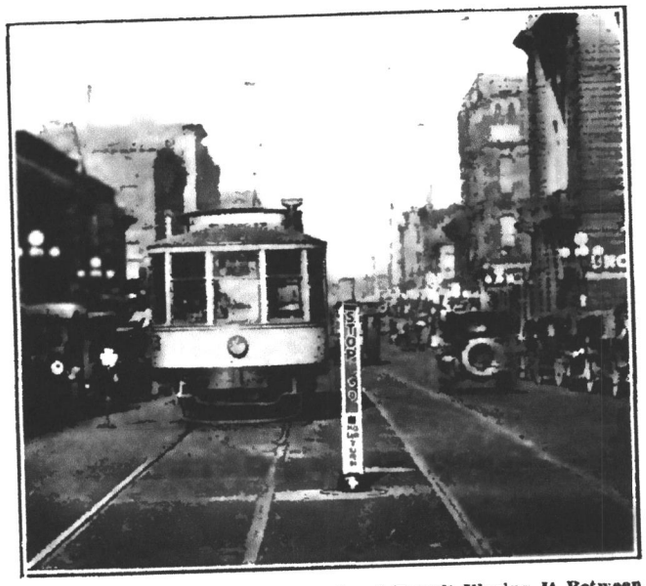
emergency supplies include trolley pickups, extra switchrods, shovel, broom and such personal belongings like raincoats, rubber gloves, etc., as may be stored there by the local inspectors. A 1-in. steel cable with swivel hooks at each end is stored around the pole holding the box. This cable is available for use in case of derailment or in handling broken wagons.

ERJ 8-9-1924

Traffic Signal Designed to Stand Between Tracks

AN AUTOMATICALLY operated traffic control signal, so designed that it can be placed between the tracks of the street railway without interference to the passage of cars, was recently installed in Minneapolis. It consists of a slender square post mounted on a cast-steel ball. The post bears the customary words "go" and "stop" cut through the metal of the sides. The openings are covered by glass so that the flashing on and off of the lights inside of the post illuminates the words in different colors.

The steel ball at the bottom of the post fits into a steel plate flush with the pavement. Underneath this plate there is an arrangement of springs to hold the post in a vertical position. These springs are flexible enough, however, so that the post yields if struck by a passing vehicle. Mechanism controlling the signal



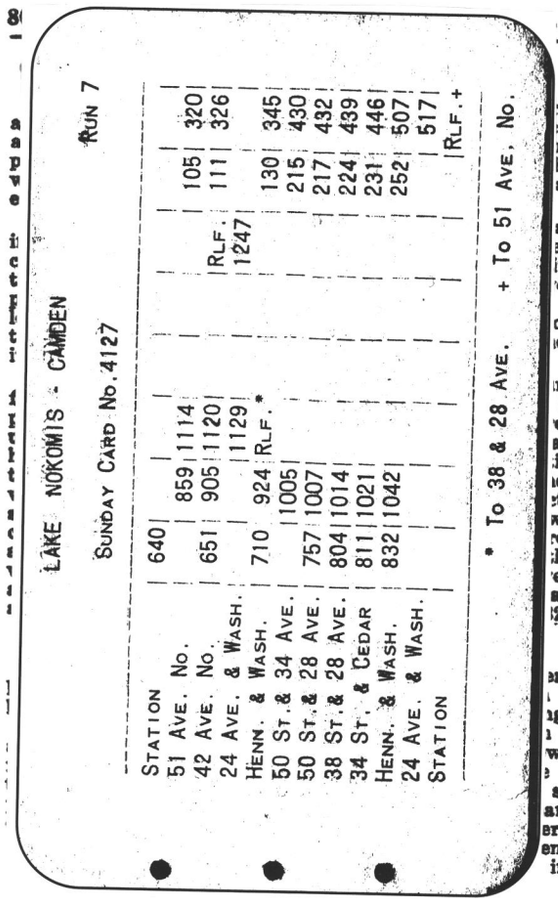
The Dimensions of This Traffic Signal Permit Placing It Between the Tracks at Street Intersections

is housed in a steel cabinet at the curb, and the working parts are unaffected when the post is struck.

Two advantages are claimed for this signal. In the first place it is superior to a signal located at the curb or one suspended overhead from span wires, because it is more likely to be seen by drivers of vehicles. In the second place if a vehicle accidentally runs into it no serious damage is done either to the vehicle or to the signal, whereas collisions with steel or concrete posts are likely to be disastrous.

The Twin City Rapid Transit Company considers that this traffic signal is superior from a street railway standpoint to any of the others that have been placed at various points throughout the city of Minneapolis. Although the clearance between cars is approximately 10 in., no difficulty is experienced in operating where these signals have been installed. The signal is manufactured by the Griswold Safety Signal Company, Minneapolis, Minn.

11-2-1918



LAKE NOKOMIS - CAMDEN

RUN 7

SUNDAY CARD No. 4127

STATION				
51 AVE. No.	640			
42 AVE. No.	651	859	1114	
24 AVE. & WASH.		905	1120	
HENN. & WASH.	710	924	1129	
50 ST. & 34 AVE.		1005	RLF.*	
50 ST. & 28 AVE.	757	1007		
38 ST. & 28 AVE.	804	1014		
34 ST. & CEDAR	811	1021		
HENN. & WASH.	832	1042		
24 AVE. & WASH.				
STATION				

		105	320
RLF.		111	326
1247			
		130	345
		215	430
		217	432
		224	439
		231	446
		252	507
			517
			RLF.+

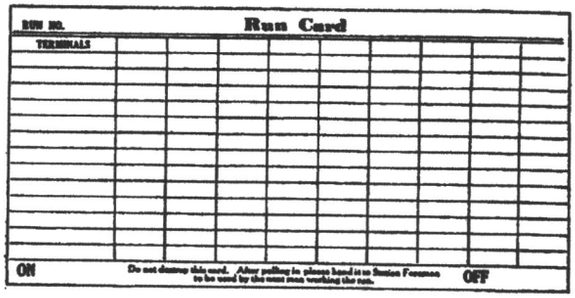
* To 38 & 28 AVE. + To 51 AVE. No.

Individual Hand-Made and Printed Run Cards

ORDINARILY the trainman who wants to keep track of his runs for the day may be seen copying the figures from a blackboard or typewritten sheet onto the back of an envelope or, at best, in a pocket memorandum book. For a small railway, the practice of the Duluth Street Railway may be recommended. On this property each man receives a 3-in. x 6 in. "Run Card" which has space for the run number, the terminals and the "on" and "off" times. On this standard card, the trainman copies off all the trips covered by the run number. When he turns over the run to another man he also turns over his card. Typewritten cards are prepared for new men until they have acquired sufficient experience to copy the figures themselves.

The Twin City Rapid Transit Company goes even further in insuring punctuality, while also serving the convenience of its men. This company prints individual 3-in. x 5-in. run cards for the daily, Saturday and Sunday runs of each line. This card also indicates the reliefs. The back of the card details the two and even three sets of running times used over the route. These cards are given to the individual motormen.

These run cards are also printed on flexible paper, except for the matter on the back, and are bound together in a booklet to give the line inspector a set of sheets covering every regular, tripper and pull-out run on his division. The running times for the inspector's booklet are shown on a single sheet. Typical pages are reproduced.

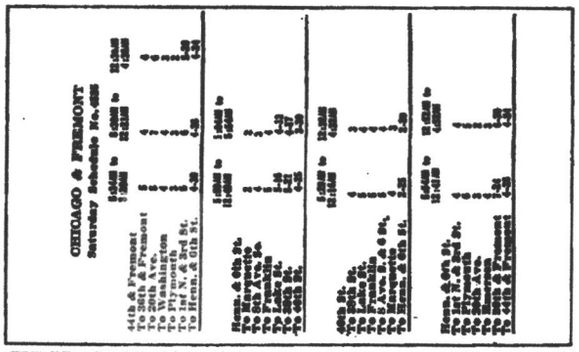


RUN NO. — Run Card

TERMINALS

ON — Do not damp this card. After pulling in please hand it to Senior Foreman to be used by the next man working the run. — OFF

RUN CARD, DULUTH. THE TIMES OF THE TRIPS ARE TYPEWRITTEN ON THIS CARD



CHICAGO & FREMONT
Saturday Schedule No. 4525

44th & Fremont
To 38th & Fremont
To 20th Ave.
To Washington
To Franklin
To 1st N. & 3rd St.
To Henn. & 6th St.

Henn. & 6th St.
Washington
Franklin
Fremont
Lake St.
40th St.

40th St.
Lake St.
Franklin & 6 St.
Washington
Henn. & 6th St.

Henn. & 6th St.
1st N. & 3rd St.
Franklin Ave.
Washington
44th & Fremont

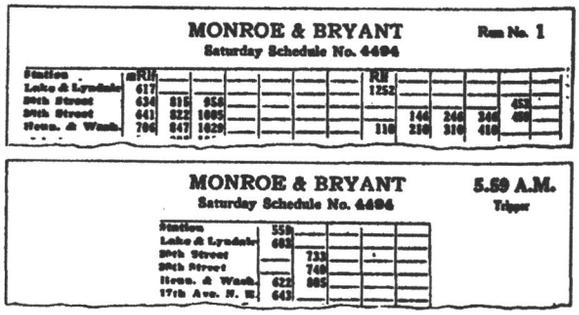
CHICAGO & FREMONT — Run No. 1
Saturday Schedule No. 4525

Station													
20th N. & Wash.	m532								Rlf 1230				
44th & Fremont		705	905	1105					1256	256	457		
38th & Fremont		710	909	1109					100	300	501		
1 Av. N. & 6 St.													
Henn. & 6th St.	545	735	933						124	324			
40th St.	609	805	1006						155	355			
38th St.	613	809	1010						159	359			
2 Av. & 6 St.													
Henn. & 6th St.	634	830	1031						220	420			
20th N. & Wash.				*1120							*512		
Station				Rlf							Rlf		

Platform Time..... 10:20
Allowed Time.....
Total Time..... 10:50 *Carry Chicago & Fremont signs

Return this card when assignment is completed.

FRONT AND BACK OF PRINTED RUN CARD, MINNEAPOLIS

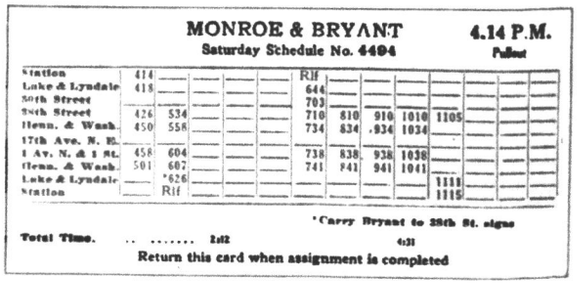


MONROE & BRYANT — Run No. 1
Saturday Schedule No. 4494

Station													
Lake & Lyndale	mRlf 617							Rlf 1252					
50th Street	634	816	956									653	
38th Street	641	822	1005						146	246	346	456	
Henn. & Wash.	706	847	1029					110	210	310	410		

MONROE & BRYANT — 5.59 A.M.
Saturday Schedule No. 4494 — Tripper

Station					
Lake & Lyndale	559				
50th Street	613				
38th Street		733			
Henn. & Wash.	622	748			
17th Ave. N. E.	643	805			



MONROE & BRYANT — 4.14 P.M.
Saturday Schedule No. 4494 — Pullout

Station													
Lake & Lyndale	414					Rlf							
50th Street	418					644							
38th Street						703							
Henn. & Wash.	426	534				710	810	910	1010	1105			
17th Ave. N. E.	450	558				734	834	.934	1034				
1 Av. N. & 1 St.	458	604				738	838	938	1038				
Henn. & Wash.	501	607				741	841	941	1041				
Lake & Lyndale		*626								1111			
Station		Rlf								1115			

*Carry Bryant to 28th St. signs

Total Time. 1:12 4:31

Return this card when assignment is completed

THREE PAGES FROM INSPECTOR'S BOOKLET

Digitized by Google

FOR NIGHT OWLS: Handy Table Showing When the Last Street Cars Leave the Central Parts of the C
Minneapolis Tribune (1867-1908); Jan 3, 1901;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 7

FOR NIGHT OWLS

Handy Table Showing When the Last Street Cars Leave the Central Parts of the City.

The following schedule of last cars on the Minneapolis street railway will be interesting reading to those who have a habit of remaining out late at night. The time given is for cars leaving the central part of the city:

BRYANT AVENUE.

West—12:07 a. m.
1:00 a. m.

OAK AND KENWOOD.

West—	East—
12:10 a. m.	12:12 a. m.
12:30 a. m.	12:32 a. m.
1:00 a. m.	1:00 a. m.
	*1:08 a. m.

BRYN MAWR.

West—	East—
12:05 a. m.	12:07 a. m.
12:25 a. m.	12:27 a. m.
1:00 a. m.	*12:41 a. m.
	1:00 a. m.
	*1:36 a. m.

MONROE AND LYNDALE.

West—	East—
12:17 a. m.	12:17 a. m.
12:35 a. m.	12:37 a. m.
	1:00 a. m.
	*1:15 a. m.

EIGHTH AND CENTRAL.

West—	East—
12:01 a. m.	12:12 a. m.
12:16 a. m.	12:28 a. m.
12:31 a. m.	12:43 a. m.
12:46 a. m.	1:00 a. m.
1:00 a. m.	*1:10 a. m.
	*1:25 a. m.
	*1:40 a. m.
	*1:55 a. m.

WESTERN AVENUE.

West—	East—
12:01 a. m.	12:13 a. m.
12:20 a. m.	12:17 a. m.
12:40 a. m.	12:37 a. m.
1:00 a. m.	1:00 a. m.
	*1:12 a. m.
	*1:32 a. m.

WASHBURN AND CAMDEN.

North—	South—
12:21 a. m.	12:20 a. m.
1:00 a. m.	12:50 a. m.
	*1:10 a. m.
	*1:50 a. m.

FIRST AND TWENTIETH.

North—	South—
12:09 a. m.	12:06 a. m.
12:29 a. m.	12:01 a. m.
1:00 a. m.	12:31 a. m.
	1:01 a. m.
	*1:31 a. m.
	*1:49 a. m.

PLYMOUTH AND BLOOMINGTON.

North—	South—
12:05 a. m.	12:15 a. m.
12:30 a. m.	12:35 a. m.
1:00 a. m.	1:00 a. m.
	1:32 a. m.

CEDAR AND EMERSON.

North—	South—
12:15 a. m.	12:00 a. m.
1:00 a. m.	12:20 a. m.
	12:40 a. m.
	1:00 a. m.
	1:42 a. m.

MINNEHAHA FALLS.

South—To Thirty-second street .....12:01 a. m.
To Falls .....12:16 a. m.
To Thirty-second street .....12:40 a. m.
To Falls ..... 1:00 a. m.

COMO INTERURBAN.

West—	East—
12:00 a. m.	12:02 a. m. to St. Paul.
12:20 a. m.	12:22 a. m. to Como and 15th.
12:40 a. m.	12:42 a. m. to Como and 15th.
1:00 a. m.	1:00 a. m. to Como and 15th.
	*1:18 a. m.
	*1:28 a. m.
	*1:58 a. m.

INTERURBAN.

South—To St. Paul.....12:04 a. m.
To Midway .....12:11 a. m.
To Midway .....12:26 a. m.
To Midway .....12:41 a. m.
To Midway ..... 1:00 a. m.

FOURTH AND SIXTH AVENUES.

North—	South—
12:00 a. m.	12:03 a. m.
12:15 a. m.	12:18 a. m.
12:30 a. m.	12:33 a. m.
12:45 a. m.	12:45 a. m.
1:00 a. m.	1:00 a. m.
	*1:15 a. m.
	*1:30 a. m.

*Pull into station.

CONVERSION TO ONE-MAN CAR OPERATION

The first lines in either city converted to one-man car operation were the following Minnneapolis lines on which lightweight cars (newly re-arranged for such operation) began operating.
May 18, 1930: CEDAR AVE..
August 10, 1930: FRANKLIN-11th, BROADWAY, and BRYN MAWR.

Subsequent conversions were dependent on the rebuilding of standard cars for one-man operation, although the remaining lightweight cars were also re-arranged for one-man operation.

1931

Minneapolis

November 3rd: GLENWOOD-4th AVE., evenings and owl service.
December 1st: BLOOMINGTON-COL. HTS. and KENWOOD-E. 25th ST., evenings and owl service;
ST.LOUIS PARK, evenings only (no owl service was provided on this line); and
OAK-HARRIET, owl service.

1932

Minneapolis

February 15th: ST.LOUIS PARK and KENWOOD-E. 25th ST., all one-man except rush hours.
March 16th: GRAND-MONROE, all one-man except rush hours.
April 16th: 28th AVE. S.-N. EMERSON, all one-man except rush hours.
May 1st: BLOOMINGTON-COL. HTS. and GLENWOOD-4th AVE., Sunday service only.
May 16th: BLOOMINGTON-COL. HTS. and GLENWOOD-4th AVE., all one-man except rush hours.
June 1st: CHICAGO-PENN-FREMONT, NICOLLET-2nd ST. N.E., and BRYANT-JOHNSON, owl service only.
June 26th: 34th AVE. S.-N. BRYANT, owl service and Sunday service only;
CHICAGO-PENN-FREMONT and BRYANT-JOHNSON, Sunday service only.
November 21st: ST.LOUIS PARK, all one-man service.

St.Paul

June 1st: RICE-STRYKER and SOUTH ST.PAUL-INVER GROVE, all one-man except rush hours.
June 6th: DALE-PHALEN, all one-man except rush hours.
June 16th: HAMLINE-SO. ROBERT, all one-man except rush hours.
July 13th: RONDO-MARIA, all one-man except rush hours.
July 16th: MISSISSIPPI-CHEROKEE and GRAND AVE., Sunday service and owl service only.
July 17th: 7th-M'HAHA-PLYMOUTH, owl service only.
July 18th: ST.CLAIR-PAYNE, all one-man except rush hours.
September 8th: MERRIAM PARK, mid-day only between 8:37 a.m. and 4:30 p.m. using a double-end shuttle car on Prior Ave. from Marshall Ave. to University Ave..
September 9th: WESTERN AVE., all one-man service.
September 18th: JACKSON-STRYKER, all one-man service.
November 3rd: GRAND AVE., all one-man except rush hours.

1933

Minneapolis

May 1st: NICOLLET-2nd ST. N.E.-N.W. TERMINAL, evenings and Sunday service only.

May 19th: BRYANT-JOHNSON, all one-man except rush hours.
June 1st: 28th AVE. S.-N. EMERSON, all one-man service.
June 19th: KENWOOD-E. 25th ST. and 34th AVE. S.-N. BRYANT, all one-man service.
July 3rd: BLOOMINGTON-COL. HTS., all one-man service.

St.Paul

April 3rd: RONDO-MARIA, all one-man service.
April 13th: DALE-PHALEN, all one-mans service.
June 1st: GRAND AVE., all one-man service.
July 13th: ST.CLAIR-PAYNE, all one-man service.

1934

Minneapolis

April 23rd: GLENWOOD-4th AVE., all one-man service.
May 14th: CHICAGO-PENN-FREMONT, evening service only.
July 2nd: BRYANT-JOHNSON, all one-man service.
July 9th: GRAND-MONROE, all one-man service.
November 10th: INTERURBAN and COMO-HARRIET, owl service only.

St.Paul

June 11th: HAMLINE-SO. ROBERT, all one-man service.
June 19th: RICE-SOUTH ST.PAUL, all one-man service.
September 8th: RANDOLPH-HAZEL PARK-MAHTOMEDI, all one-man service except rush hours.

1936/1938

St.Paul

MIDDAY AND NIGHTS ONLY.

July 5th, 1936: MINNEHAHA-7th-HOPE, ~~all~~ one-man service. ~~This is from Ed Nelson's historical information. However~~ The credit union's "Bus and Trolley News" issue of September **1938**, reported that the FORT SNELLING-MINNEHAHA-PLYMOUTH and FT. SNELLING-7th-HOPE ST. lines were to be made 100% one-man operation September 24th, 1938. Union objections postponed the change to October 29th. The November **1938** issue reported on the result of a union referendum vote: 50% of a. m. and p.m. two-man runs were to be discontinued November 26th. The remaining 50% were to be discontinued December 17th.

1940
Minneapolis

April: OAK-HARRIET, one-man operation nights.

1946
Minneapolis

OAK-HARRIET, Sunday service only.

1948
Minneapolis

January 2nd: CHICAGO-PENN-FREMONT, all one-man service except certain rush hour runs.

1949
Minneapolis

July 1st: NICOLLET-2nd ST. N.E., all one-man service.
October 25th: OAK-HARRIET, all one-man service.

1950
Minneapolis-St.Paul

June 3rd: SELBY-LAKE, Sunday and evening service only.

1951
Minneapolis

August 6th: CHICAGO-PENN-FREMONT, all one-man service.

1952
Minneapolis

April 4th: INTERURBAN, COMO-HARRIET, and SELBY-LAKE, extensive one-man service.

1953
Minneapolis-St.Paul

The COMO-HARRIET became all one-man operated July 10th except for ten two-man runs, the INTERURBAN likewise October 31st except for six two-man runs. These two-man runs were scheduled to accommodate older conductors too young to retire but too old to become bus drivers.

The INTER-CAMPUS SPECIAL line was always two-man operated.

The following Company tabulation was discovered in 2007. Ed Nelson's dates were based on the car assignments at the various car stations so should be more complete.

Additions to Ed's notes:
4-2-36 Randolph-Mahtomedi all 1 man
1949 Oak-Harriet all one-man may be Oct 31 rather than Oct 25
11-20-50 Como-Harriet mid-day

DATES ONE-MAN SERVICE INSTALLED ON VARIOUS LINES

Lines	1-Man - 2-Man	100% 1-Man	1-Man Owls
Cedar Ave. Stub		May 18, 1930	
Franklin-11th St.		Aug.10, 1930	
Bryn-Mawr		Aug.10, 1930	
Broadway Crosstown		Aug.10, 1930	
34th Av.So.-Bryant No.)	June 3, 1931*		
)	April 16,1932**		
)	May 16,1932	June 19,1933	
Glenwood-4th Ave. So.)	May 16,1932	Nov. 3,1931ø	
)		April 23,1934	
Bloomington-Col.Hgts.	Dec. 1,1931**		
	May 16,1932	July 3,1933	
Kenwood-East 25th St.	Dec. 1,1931**		
	Feb. 15,1932	June 19,1933	
St.Louis Park	Dec. 1,1931**		
	Feb. 15,1932	Nov. 21,1932	
Robbinsdale	Feb. 15,1932	July 1,1932	
Grand-Monroe	March 16,1932	July 9,1934	
Snelling Crosstown	April 1,1932	April 4,1933	
28th Av.So.-Emerson No.	April 16,1932	June 1,1933	
Nicollet-2nd Street N.E.	May 1,1933**		June 1, 1932
Chicago-Penn-Fremont		June 26,1932#	June 1, 1932
		May 14,1934**	
Bryant-Johnson	May 19,1933	July 2,1934	June 1, 1932
(1) Rice-Stryker	June 1,1932		
(1) Jackson-Stryker		Sept. 18,1932	
(1) Rice-South St.Paul		June 19,1934	
Dale & Forest	June 6,1932	April 13,1933	
Hamline-South Robert	June 16,1932	June 11,1934	
Miss.-Cherokee Heights	June 11,1932(a)	April 1,1933	
Western Avenue		Sept. 9,1932	
Minnehaha 7th Street			July 17,1932
(2) Randolph-Hope		July 24,1932#	July 17,1932
(2) Randolph-Mahtomedi	Sept. 8,1934	April 16,1933#	
St.Clair-Payne	July 18,1932	July 13,1933	
Grand Avenue	Oct. 3,1932	July 24,1932#	
		July 1,1933	
Como-Harriet-Hopkins			Nov. 10,1934
Selby-Lake			Nov. 10,1934
Minneapolis-St.Paul			Nov. 10,1934
Rondo-Maria	July 13,1932	April 3,1933	
Oak-Harriet			Dec. 1,1931
Fort Snelling Stub		Since Operation	

(1) Reroute Line - Changed from Rice-Stryker to Jackson-Stryker and Rice-South St.Paul.

(2) Reroute Line - Changed from Randolph-Hope to Randolph-Mahtomedi (Minnehaha-7th became Minnehaha-7th & Hope)

* Trial Only
ø Nite & Owls only
(a) Sundays & Owls Only.
** Nite Cars only
\# Sundays only

2-6-35
3

OWL SERVICE

Hourly owl service was provided on most lines.

An interesting aspect of this was the New Year's Day owl service in the early 1900's. For example, on January 1, 1910, the 1:00 a.m. and 2:00 a.m. runs in Minneapolis were double-headed, except for the KENWOOD-8th ST. S.E. run which had one car and the 8th AVE. S. & CENTRAL runs which were triple-headed. Likewise in St.Paul, the 1:00 a.m., 2:00 a.m. and 3:00 a.m. runs were all double-headed, except for the 2:00 a.m. GRAND AVE. run which was triple-headed. On the SNELLING-MINNEHAHA runs the first section ended at Fort Snelling while the second section ran through to Minneapolis. This practice was followed for several years.

In later years the principal meeting points for owl cars were at (1) 5th St. and Hennepin Ave. S., Minneapolis, and (2) 7th St. and Wabasha St., St.Paul.

Running time on the western ends of the GLENWOOD-4th AVE. and PLYMOUTH-E. 25th ST. lines was short enough to permit one car to cover both lines. Leaving 5th St. and Hennepin Ave. the car first went out Plymouth Ave., then back downtown to 1st Ave. N., 7th St. N., out Glenwood Ave., and back to 5th St. and Hennepin Ave. for the next owl car line-up.

Revenue Per Car Mile by Lines 1943 {Cents per Mile}

	Streetcars
68.1	Interurban
61.1	Glenwood-4th Ave
58.3	Selby-Lake
56.8	Nicollet 2nd St:
51.9	Oak Harriet`
50.9	Chicago-Penn-Fremont:
50.4	Como-Harriet
49.8	Dale-Forest
49.6	Hamline-Cherokee
47.9	Bryant-Johnson
47.4	Rice-So. St. Paul
46.1	Bloomington-Col. Hts.
46.1	Grand-Mississippi
45.5	St. Clair-Payne
45.5	Rondo-Stryker
44.3	Randolph-Mahtomedi
42.8	28th Ave. So.-Robb.
40.5	Mhaha-Ply-Ft. Snelling
37.3	34th Ave
36.6	Ft. Snelling-Maria
34.2	E. 25th Street.
32.0	Snelling Ave.
29.9	Broadway
	Buses
53.7	Nic-Henn
43.8	Franklin
36.6	Glen Lake-Excelsior
36.4	Kenwood
36.0	Jackson-So. St. Paul
34.3	White Bear
30.8	Stillwater-E. 6th St.
30.3	38th St.
28.4	Kenwood
27.4	Bryn-Mawr
26.9	Lowry
22.1	Western Ave.
22.0	Highland Park
17.9	Chicago extension
14.5	West 39th St
14.1	Humboldt Ave.
13.9	Dale-Hoyt

LIGHTWEIGHT CARS

A complete history of the use of the lightweight cars can be found in the volume "Assignment of Cars 1909-1954". A general summary of their most extensive uses is related here.

St.Paul operated the largest number of the 2000-2030 series cars. They saw service on the following lines: SNELLING AVE., RONDO-MARIA and RONDO-STRYKER, MARIA-FT. SNELLING-47 AV., ST.CLAIR-PAYNE, and GRAND-MISSISSIPPI.

In Minneapolis such cars were used on GRAND-MONROE, BRYN MAWR, and BROADWAY lines. At the end of streetcar operations, 1950-1952, they were used on the 34th AVE. SO. line.

The smaller cars, 1-4, were built for the Stillwater local lines and saw varied service after these lines were abandoned in 1932.
Stillwater local lines. 1-3: 1925-1932; 4: 1925-1930.
CEDAR AVE. shuttle, Minneapolis. 4: 1930-1933.
WESTERN AVE. shuttle, St.Paul. 3 double-end: 1932-1941.
FRANKLIN-11th ST., Minneapolis. 1, 2 and 4: 1933-1935.
BRYN MAWR, Minneapolis. 1, 2 and 4: 1935-1939.
FT. SNELLING EXTENSION. 4 double-end (spare car): 1939-1952.
Out of service. 1-2: 1939-1941.
No regular assignment. 3 double-end: 1941-1949.
BROADWAY, Minneapolis. 1-2: 1941-1949.

PCC CARS

A complete history of the use of PCC cars can be found in the volume "Assignment of Cars 1909-1954". A general summary of their use is related here.

The first PCC cars received, 300-339, were placed in service on the INTERURBAN line. Full service with PCC cars began December 11, 1946.

The second order of PCC cars, 340-389, was placed on the following lines.
Minneapolis, August 6, 1947: BRYANT-JOHNSON (all base service) and GLENWOOD-4th AVE. SO..
St.Paul, October, 1947: GRAND-MISSISSIPPI and ST.CLAIR-PAYNE.

The third order of PCC cars, 390-439, was placed on these lines.
Minneapolis, July 6, 1949: GRAND-MONROE (partial service) and BLOOMINGTON-COL. HTS. (partial service from East Side Station).
Minneapolis, July 1949: NICOLLET-2nd ST. N.E. (all one-man operation).
St.Paul, June, 1949: HAMLINE-CHEROKEE.

These lines were operated from the following car stations.
Snelling: INTERURBAN, GRAND-MISSISSIPPI, ST.CLAIR-PAYNE-PHALEN, and HAMLINE-CHEROKEE.
Nicollet: GLENWOOD-4th AVE. SO., and NICOLLET-2nd ST. N.E..
Nicollet and East Side: BRYANT-JOHNSON, and GRAND-MONROE.
East Side: BLOOMINGTON-COL. HTS. (partial service).
Duluth: ST.CLAIR-PAYNE-PHALEN, GRAND-MISSISSIPPI, HAMLINE-CHEROKEE
PCC service was begun October 2, 1952, on the COMO-HARRIET line (partial service) and October 12, 1952, on the OAK-HARRIET line.

With the replacement of streetcars by buses, the PCC cars were all sold to other transportation systems during 1953. They were gradually removed from regular service as they were needed for rehabilitation and preparation for shipment elsewhere. After November 6, 1953, the last PCC cars remaining were used exclusively on the GLENWOOD-4th AVE. SO. line.

FARE COLLECTION
TRANSFERS

Tokens

Minneapolis Street Railway Co. One Fare. Black celluloid, 23mm, about uncirculated, nice full black color, circa 1880's, One Fare. Carmine celluloid, 22mm, xf+ to au condition. Used on the original horse car lines in the late 1870's & 1880's. Minneapolis used red and black celluloid tokens for adult and youth fares while St. Paul used white and blue celluloid for the same.

St. Paul City Railway Co., One Fare. Blue celluloid, 22mm, xf with a couple of digs on the obverse, used on the original horse car lines in the late 1870's & 1880's, in order to not mix up fare tokens,

FARES AND FARE COLLECTION

Fares

Any ride entirely within either the City of Minneapolis or the City of St.Paul was considered as one zone. A rate of 5¢ per zone was in effect from the very first horsecar operations until 8-16-1920 ~~August 1, 1921~~, when it was increased to 6¢ per zone. Tokens were first used beginning August 1, 1925, when the fare was increased to 8¢ cash or six tokens for 40¢. Additional increases were put into effect.

	Cash	Tokens
January 26, 1929	10¢	6 for 45¢
November 7, 1941	10¢	6 for 50¢
April 11, 1943	10¢	6 for 45¢
September 14, 1947	10¢	5 for 45¢
July 13, 1948	11¢	5 for 55¢
October 22, 1949	12¢	3 for 35¢
July 18, 1950	15¢	4 for 55¢
May 8, 1952	15¢	4 for 60¢
January 1, 1953	20¢	6 for $1
April 30, 1953	20¢	5 for 90¢

The various inter-city lines connecting Minneapolis and St.Paul were operated as two-zone lines. The fare collection was pay-as-you-enter outbound and pay-as-you-leave inbound, in either city.

Two Minneapolis local suburban lines of unusual length charged an extra fare outside the Minneapolis city limits. The ROBBINSDALE line charged a 3¢ extra fare for a through ride from Minneapolis to Robbinsdale, or 5¢ straight fare if the ride were entirely outside Minneapolis. The suburban fare on the ST.LOUIS PARK line was always an additional 5¢.

The INTER-CAMPUS line had special student commutation tickets, and also accepted the regular cash fare or token, but did not accept or issue transfers. An unusual feature was the use of a special University of Minnesota form. If a student did not have the proper fare, the conductor handed him this form to fill out which authorized the University to deduct the fare from the student's general deposit and reimburse the company.

The FORT SNELLING EXTENSION line from the Fort Snelling wye to the reservation barracks was always operated at no fare as provided in the agreement with the U.S. Government for the right-of-way through the fort. The BURNS AVE. EXTENSION of the Maria Ave. line in St.Paul was operated as a shuttle for about ten years at no fare. Construction of the extension was ordered by the St.Paul city council; the patronage produced total revenue of $3 per day against the wages of the two-man crew of $10 per day ($5 per man per day). Instead of losing $7 per day by collecting fares with a two-man crew, a one-man crew and no fare reduced the loss to $5 per day.

Free transfers were given between all car and bus lines in the Twin Cities and exchanged with the Minneapolis Anoka & Cuyuna Range Railroad. In later years two special bus lines were operated which were not involved in exchanging transfers. These were the "Nicollet-Hennepin" bus line which charged as straight 10¢ fare, and the "University Ave." express bus between Minneapolis and St.Paul which used only special 2 for 25¢ tokens.

Fare Collection

Originally overhead fare registers mounted on the front bulkhead and operated by the conductor from the rear of the car were used. The conductor would personally receive the cash or transfers, then ring up the transaction on the register.

The pay-as-you-enter (PAYE) system was introduced on the 4th AVE. S.-6th AVE. N. line in

Minneapolis April 28, 1918. This was accomplished as follows. A small seat for the conductor was installed on the gate side next to the rear bulkhead in place of a portion of the longitudinal passenger seat. The new Johnson fare box was placed on an iron stanchion which was fastened to the floor and roof. The overhead register was moved from the front bulkhead to the rear stanchion. The lever operating the cash side of the register was connected to a foot pedal at the base of the stanchion. The lever operating the transfer-ticket side of the register was connected to a cord which hung down next to the bulkhead. The cord operating the overhead register bell was moved from the pole side to the gate side of the car and dropped down to a point near the fare box. The conductor watched the coins as they were dropped into the fare box and when he had determined the fare paid was correct, he pressed the foot pedal for the cash side of the register. When he received transfers he pulled the transfer cord. Then he operated the Johnson fare box in the normal manner. As cars were made ready the system was introduced on the various other lines.

The conversion to one-man operation resulted in the discontinued use of the overhead fare registers. Its replacement was sole reliance on the Johnson fare boxes and the Trip Sheet form filled out by the motorman, or the conductor on those runs still two-man operated. Unused for many years the overhead fare registers were finally removed from all cars (except those used in the INTERCAMPUS SPECIAL service) in 1938. However the high-speed suburban cars used fare registers throughout their service lives except for 1116,1117,1119,1257,1260-1263 which received Johnson fare boxes for Mahtomedi and White Bear local service.

The introduction of PCC cars in 1946 resulted in the first use of electrically operated fare boxes, but their use was confined solely to the PCC cars.

Upon completing his day's work the motorman or conductor noted the fare box cash reading, subtracted it from the cash reading he made when going on duty; the difference indicated the amount of money he owed the company. Upon arriving at his car station he turned in this amount of money to the cashier. Tokens were purchased by the motorman or conductor at the time of going on duty. At the conclusion of his day's work he had the choice of turning in tokens along with his cash in whatever proportion he wished.

Transfers had to be drawn daily and their series number noted on a standard wrapper. Upon completing his day's work, the motorman or conductor turned in all transfers received, recording the quantity on his Trip Sheet.

On inter-city lines fare box readings were taken each time a car crossed the city limits, and transfers were segregated. This was necessary because the gross earnings tax rates of the two cities were different.

Rates of Fare
5¢ Increase to 6¢

Minneapolis	8-16-1920
St. Paul	9-13-1920
South St. Paul	9-17-1920
Campus	10-15-1920
Stillwater Interurban	10-7-1920
Stillwater Local	1-9-1921
Minnetonka	10-7-1920

Hopkins 2¢ Ride $4.20 including City fare or 12¢ Cash and City fare
Robbinsdale 3¢ Cash and City fare (*)
St. Louis Park 5¢ Cash and City fare
North St. Paul 6¢ Cash and City fare
Wildwood and Mahtomedi 12¢ Cash and City fare

(*) Suburban and through passengers. 5¢ local between any two points in Robbinsdale (no change)

Minneapolis Pays 12-Cent Trolley Fare: First Six Ce
Minneapolis Morning Tribune (1909-1922); Sep 3, 1922;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922
pg. A5

Minneapolis Pays 12-Cent Trolley Fare

First Six Cents Collected on Entering, Second Upon Leaving.

Attempt to Get Special Rate Barred By Injunction in St. Paul.

For the first time in the history of the city Minneapolitans this year are required to pay two fares to the Minnesota State Fair. The first fare of 6 cents is paid when persons pass through turnstiles at the north end of the Minneapolis street car loop at the fair grounds preparatory to entering the grounds themselves.

On the return trip the first fare is taken at exits leading to Minneapolis street cars and the second paid upon leaving the cars in the city. The dividing line between the two fares is Thirty-third avenue southeast, the city limits of Minneapolis, on the Como-Harriet car line.

Fare Slash Halted.

The State Railroad and Warehouse commission issued an order on August 15, granting the Minneapolis Street Railway company permission to transport passengers from Minneapolis to the fair grounds for one 6-cent fare, but this decision was nulled by a temporary injunction issued by the Ramsey County District court at the request of St. Paul city officials who contended that the special reduction for Fair week would reduce earnings of the St. Paul Street Railway company.

Six entrances have been constructed by the street railway company at the north end of the Minneapolis loop. Passengers drop their second fare into boxes as they pass through these entrances. The street railroad company explains that this arrangement permits cars to be unloaded much more rapidly than if fares are collected as passengers leave the cars.

St. Paul Routings.

St. Paul residents on their way to the Fair grounds pay one fare as they enter the cars. They are unloaded at Snelling and Como avenues and at the St. Paul loop. Upon their return they pay as they leave the cars in St. Paul.

"The street railway company is fully prepared to handle the crowds as fast as they come," Donald Goodrich, general superintendent, said last night. "We have a number of extra cars ready and can give service every half minute if necessary. We have at our state fair terminals 25 or 30 starters and leaders to handle the crowds. All Como-Harriet cars from Minneapolis stop at the Minneapolis loop, but Como-Harriet cars from St. Paul do not enter the St. Paul loop. Cars marked 'Fair Grounds' from both cities are switched at the loops."

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OCT. 1904 20TH ANNIVERSARY EDITION

THE WEIGHT OF EVIDENCE

TYPE R 5 DOUBLE

ON page 872 of the June 4th issue of The Street Railway Journal, 42 street railway companies are named whose gross receipts in 1903 exceeded One Million Dollars. Of these 42, 4 do not use registers at all and 5 are largely equipped with New Haven registers purchased before we bought the business of the New Haven Car Register Company. Of the remaining 33, 21 placed their last order for registers with The International Register Company. We give herewith a list of the 21, to any of which we are pleased to refer, both as to the truth of this statement and the merit of our machines.

PHILADELPHIA RAPID TRANSIT COMPANY, Philadelphia, Pa.
BROOKLYN RAPID TRANSIT COMPANY, Brooklyn, N. Y.
BOSTON ELEVATED RAILWAY COMPANY, Boston, Mass.
CHICAGO CITY RAILWAY COMPANY, Chicago, Ill.
MASSACHUSETTS ELECTRIC COMPANIES, Boston, Mass.
UNITED RAILWAYS & ELECTRIC COMPANIES OF BALTIMORE, Md.
TWIN CITY RAPID TRANSIT COMPANY, Minneapolis and St. Paul, Minn.
CINCINNATI TRACTION COMPANY, Cincinnati, Ohio.
KANSAS CITY RAILWAY & LIGHT COMPANY, Kansas City, Mo.
MILWAUKEE ELECTRIC RAILWAY & LIGHT COMPANY, Milwaukee, Wis.
CLEVELAND ELECTRIC RAILWAY COMPANY, Cleveland, Ohio.
WASHINGTON RAILWAY & ELECTRIC COMPANY, Washington, D. C.
SEATTLE ELECTRIC COMPANY, Seattle, Washington.
LOUISVILLE RAILWAY COMPANY, Louisville, Kentucky.
UNITED TRACTION COMPANY, Albany, New York.
CONEY ISLAND & BROOKLYN RAILROAD COMPANY, Brooklyn, N. Y.
CAPITAL TRACTION COMPANY, Washington, D. C.
GEORGIA RAILWAY & ELECTRIC COMPANY, Atlanta, Georgia.
WORCESTER CONSOLIDATED STREET RAILWAY COMPANY, Worcester, Mass.
BIRMINGHAM RAILWAY, LIGHT AND POWER COMPANY, Birmingham, Ala.
CONNECTICUT RAILWAY & LIGHTING COMPANY, Bridgeport, Conn.

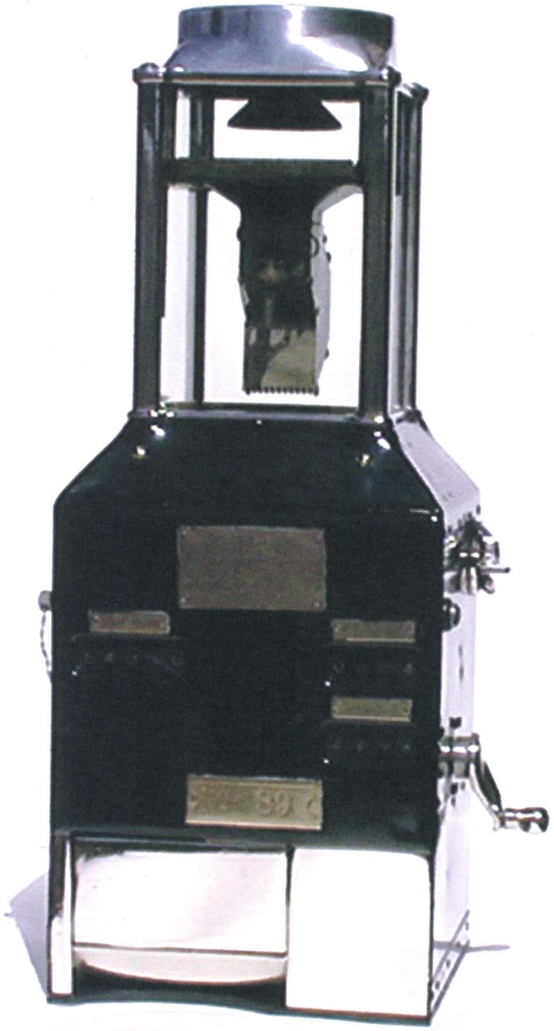
This preponderance of evidence as to what is considered best in registers by the largest companies, would certainly warrant a further investigation before an adverse decision is rendered. Our No. 4 Catalog gives other reasons, together with the only complete instructions for equipping cars with rod register fittings ever put in print.

THE INTERNATIONAL REGISTER COMPANY

124 WEST JACKSON BOULEVARD, CHICAGO

Digitized by Google

In 1909, 1912 and 1914 Tom L. Johnson was granted patents to build and refine a registering fare box. This fare box was to evolve into the Type D that was the main stay of the Johnson Fare Box Company for many years. The early models had a larger body but the same registering mechanism. Shortly thereafter the standard Type D design size as we know it came into being. This basic design continued with some minor modifications until after World War II. The early models were manual "crankers," where by the operator or conductor cranked a handle on the side to run the money through the counting mechanism. Then he or she took the change out of the bottom. The cyclometers on the faceplate registered the money that passed through. At the beginning of the run or shift the operator or conductor took a reading. At the end of the run or shift another reading was taken and he or she was responsible to turn in the amount of money that was registered. These counting mechanisms were very well made and accurate, and there was very little chance for error.



JOHNSON TYPE D FAREBOX

This Is the New Pare Token for City Street Car Riders
Minneapolis Morning Tribune (1909-1922); Aug 24, 1920; ProQuest Historical Newspapers Minneapolis Tribune (1867-1922) pg. 1

This Is the New Fare Token for City Street Car Riders

Introducing the latest in carfare tokens in Minneapolis.

It is scheduled to make its official debut here on December 15 when the street car fare under provisions of the ordinance passed recently becomes 7 cents cash with four tickets for a quarter. The illustration shows what the "four for a quarter" tokens will look like, obverse and reverse views. The coin is of aluminum, is about as large as a dime in diameter and about as thickness a nickel.

Similar "car coins" used in other cities have become more or less of a new medium of exchange, and reports are that persons finding themselves short of loose change pay for candy, cigars, etc., with the carfare tokens. The Minneapolis Street Railway company is to have 1,000,000 of them ready for sale on December 15.

Fare System Change on Inter-City Cars
Minneapolis Morning Tribune (1909-1922); Sep 1, 1921; ProQuest Historical Newspapers Minneapolis Tribune (1867-192 pg. 11

Fare System Change on Inter-City Cars

Trolleys on Routes to St. Paul, Robbinsdale, St. Louis Park to Have Two Pay Stations.

The paying of fares both on entering and leaving street cars of inter-city routes is involved in a new system of fare collection made effective today by the Minneapolis Street Railway company and the St. Paul City Railway company. The new system was put into use at 1 a. m.

Cars on all inter-city lines will have front exits and passengers bound for St. Paul will be required to deposit fares in the fare boxes upon entering the car. At the end of the first fare zone, they will be required to pay when alighting from the car at the front exit. Minneapolis-bound cars will be operated in the same manner. Oak & Harriet and Oak & Xerxes and Lake Harriet short line cars will be operated as "pay-enter" cars when bound toward the downtown section and as "pay-leave" cars when outbound.

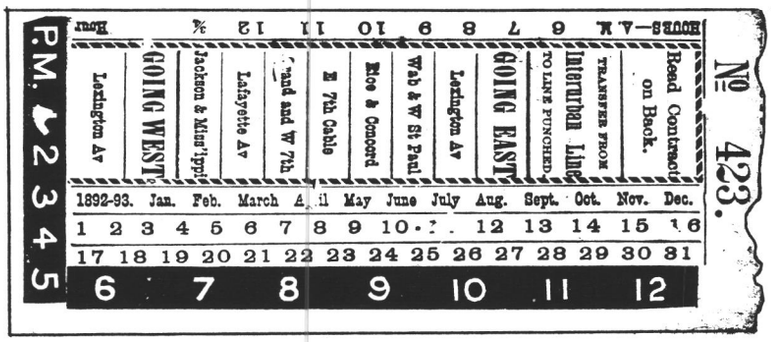
The Franklin avenue-Eleventh-street line, and Lake street short line cars, will operate as "pay-enter" cars on eastbound and "pay-leave" on westbound trips. On the Robbinsdale and St. Louis park lines, cars leaving the loop district will be operated as "pay-enter" cars to the city limits, and as "pay-leave" cars outside of the city.

All cars going to the Fair grounds will be operated as "pay-enter" and "pay-leave" with the exception of special cars which will take on passengers at the street car terminal at the Fair grounds.

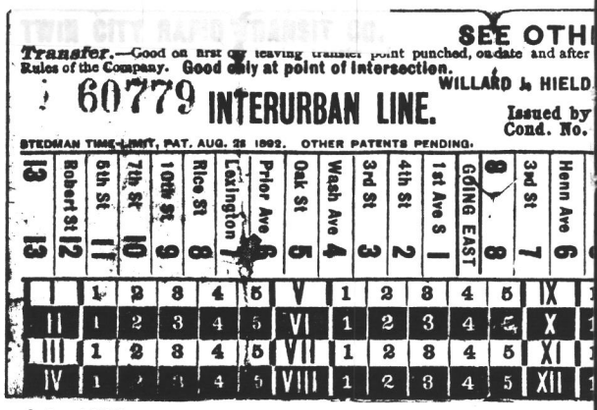
Persons boarding cars at the Fair grounds for Minneapolis will pay their fares at the gate of the street car terminal.

Transfers first issued 11-1-1890
690 the first day

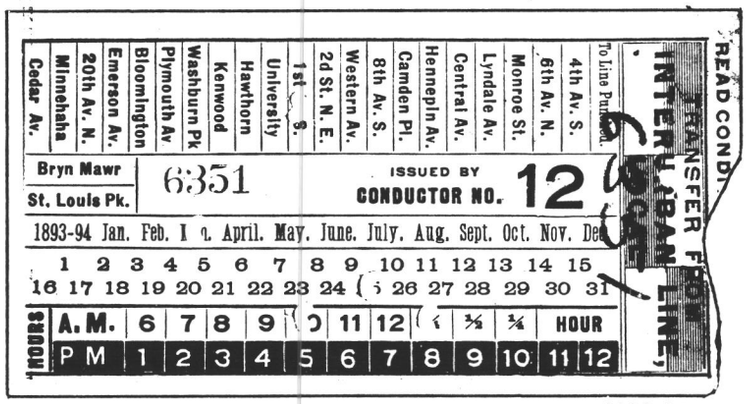
Evolution of the Minneapolis-St. Paul Inte[illegible]urban [illegible]ine Trans[illegible]



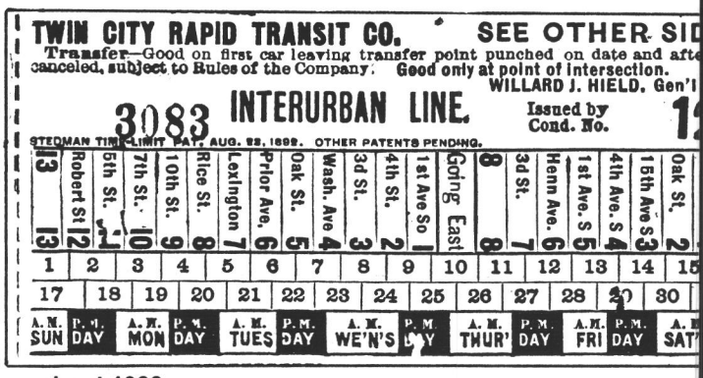
1892-93



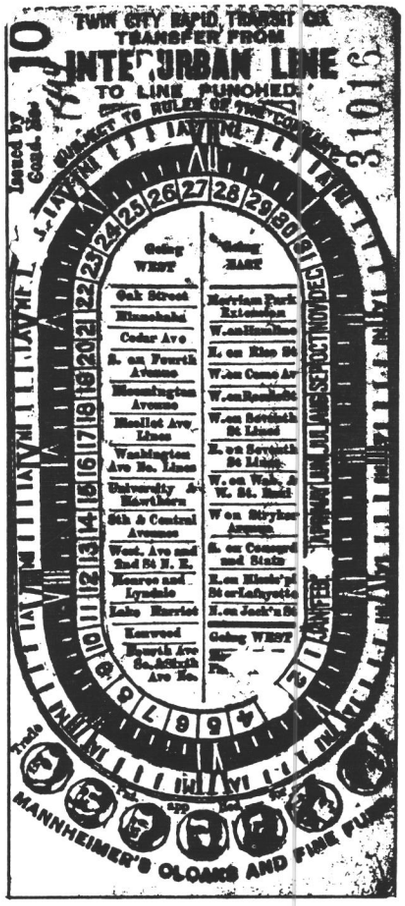
late 1890s



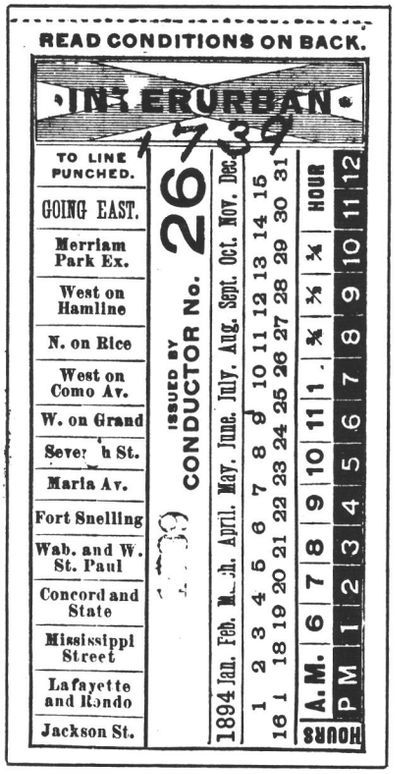
1893-94



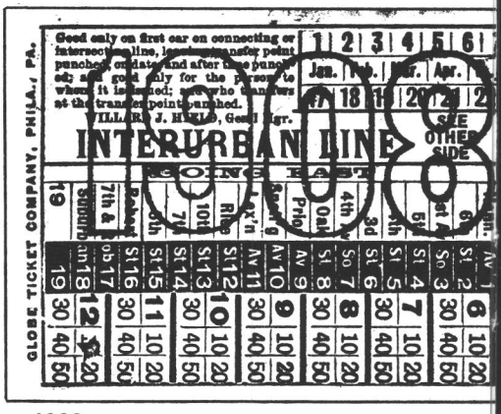
about 1900



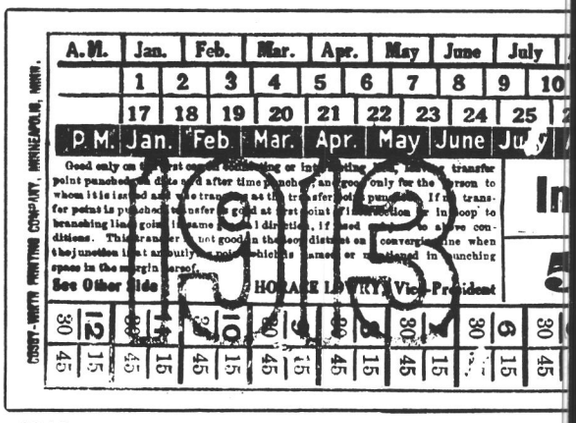
1894 (green transfer). Likeness of rider punched at bottom.



1894



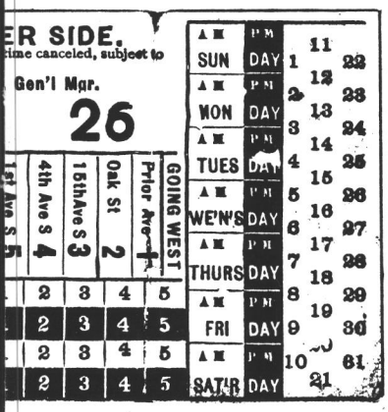
1908

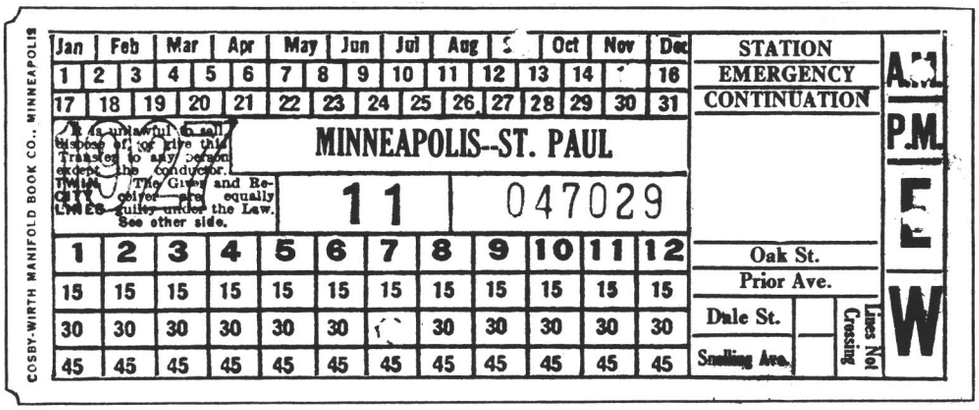


1913

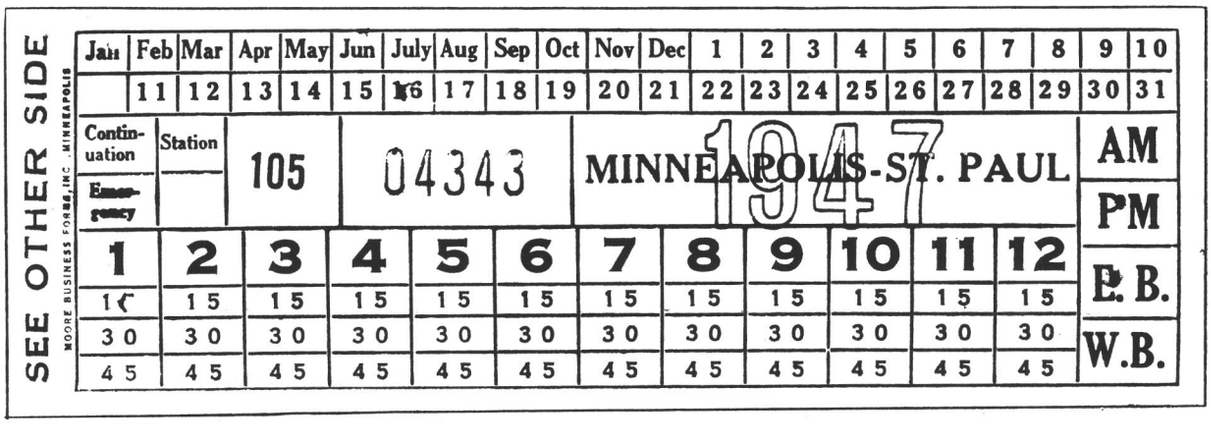
BASICS
40135

All transfers were white (except where noted) with black printing. The year and transfer numbers were printed in red.
All transfers shown actual size.

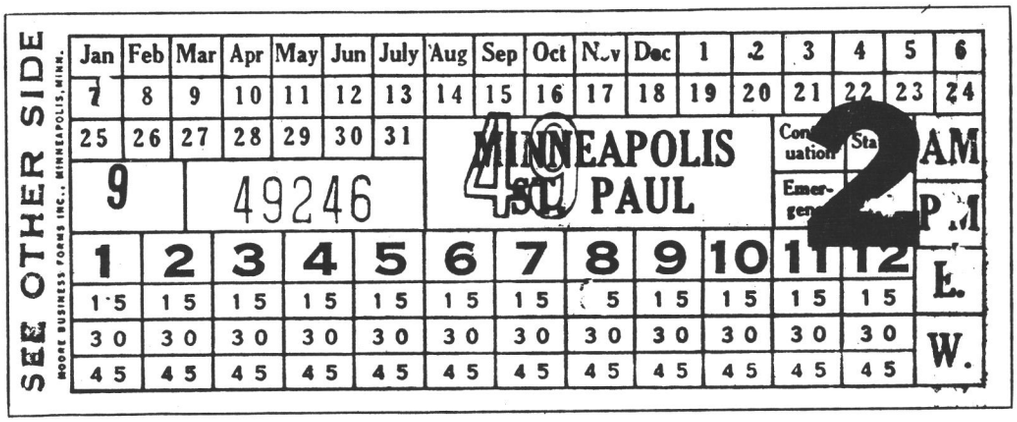




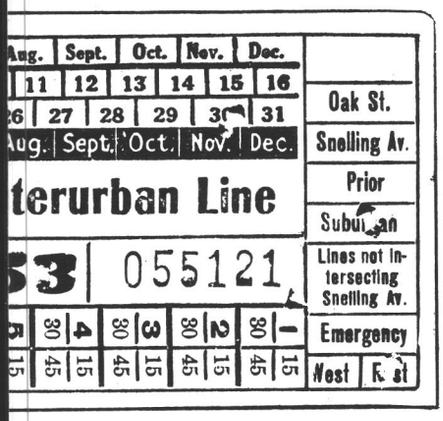
1927 (this style used through 1946)

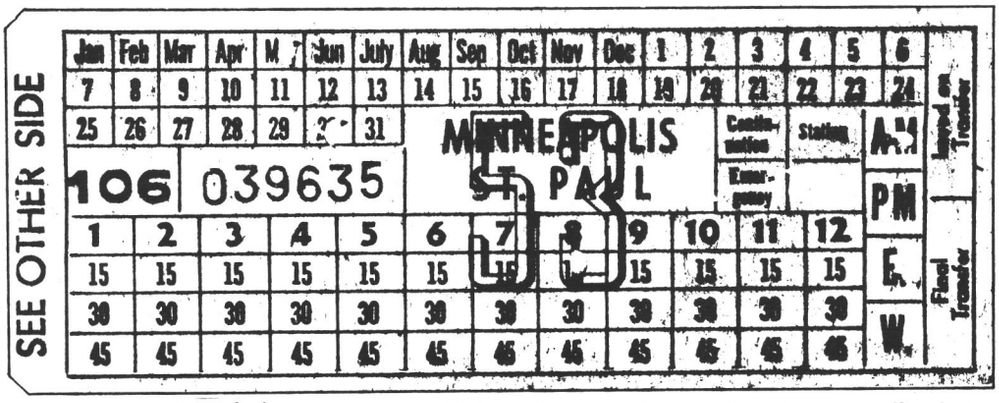


1947



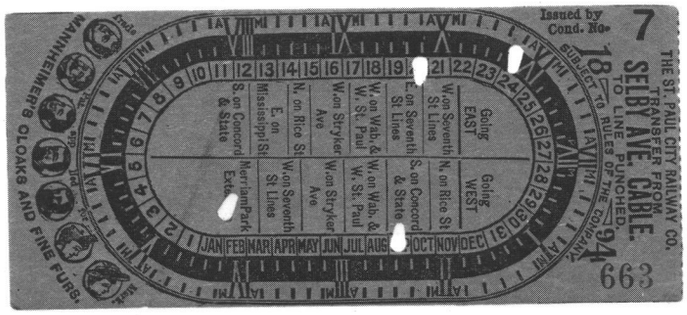
1949

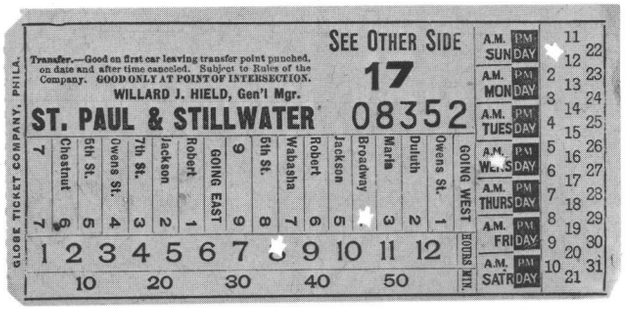


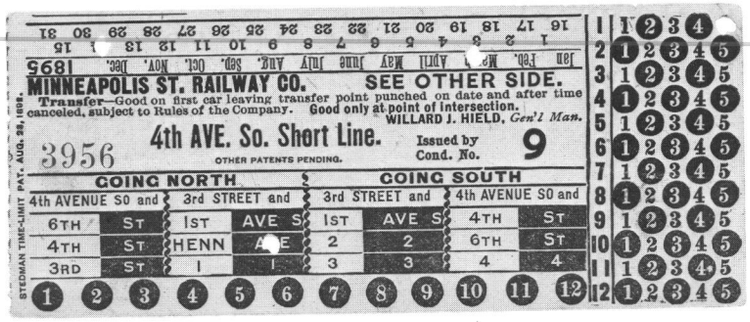


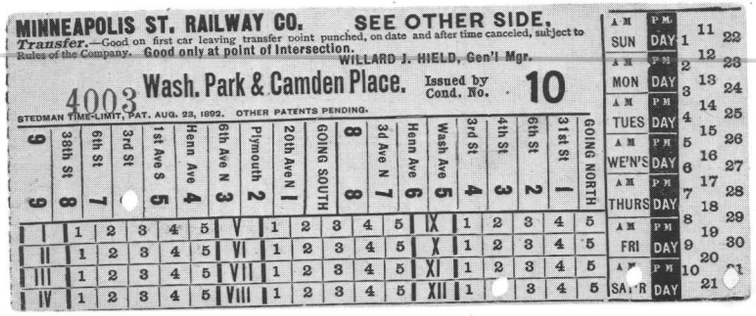
1953 (orange transfer).

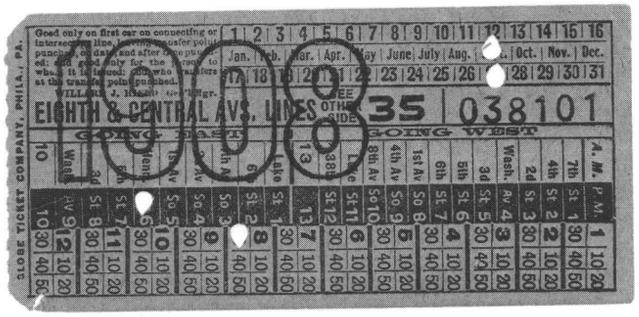
All transfers from the Joe Hutchinson collection.

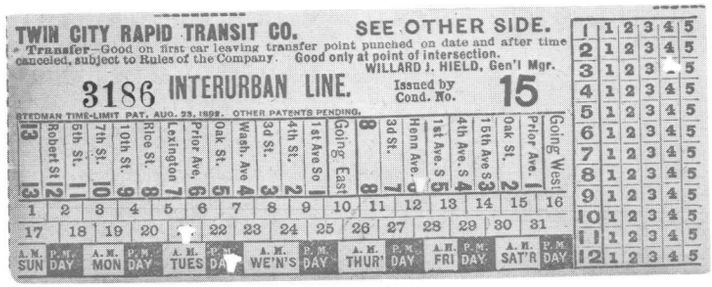

THE ST. PAUL CITY RAILWAY CO.
TRANSFER FROM
SELBY AVE. CABLE.
TO LINES OF THE CO. PUNCHED.
SUBJECT TO RULES OF THE COMPANY.
Issued by Cond. No. 7
18 94
663
MANNHEIMER'S CLOAKS AND FINE FURS.
Going EAST
Going WEST
JAN FEB MAR APR MAY JUN JUL AUG SEPT OCT NOV DEC


SEE OTHER SIDE
17
08352
Transfer.—Good on first car leaving transfer point punched, on date and after time canceled. Subject to Rules of the Company. GOOD ONLY AT POINT OF INTERSECTION.
WILLARD J. HIELD, Gen'l Mgr.
ST. PAUL & STILLWATER
GLOBE TICKET COMPANY, PHILA.
GOING EAST
GOING WEST
HOURS MIN.
A.M. PM SUNDAY
A.M. PM MONDAY
A.M. PM TUESDAY
A.M. PM WE'S DAY
A.M. PM THURSDAY
A.M. PM FRIDAY
A.M. PM SAT'R DAY

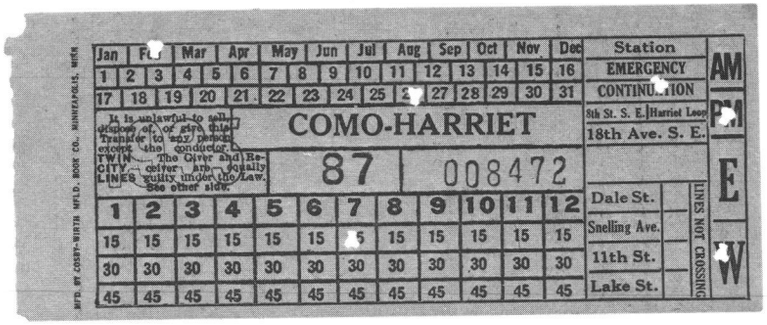

MINNEAPOLIS ST. RAILWAY CO.
SEE OTHER SIDE.
Transfer—Good on first car leaving transfer point punched on date and after time canceled, subject to Rules of the Company. Good only at point of intersection.
WILLARD J. HIELD, Gen'l Man.
3956
4th AVE. So. Short Line.
OTHER PATENTS PENDING.
Issued by Cond. No. 9
STEDMAN TIME-LIMIT PAT. AUG. 23, 1892.
GOING NORTH
GOING SOUTH
4th AVENUE SO and 3rd STREET and
4th AVENUE SO and
6TH ST
4TH ST
3RD ST
1ST AVE S
HENN AVE
1ST AVE S
4TH ST
6TH ST

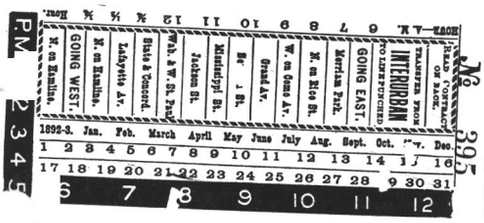

MINNEAPOLIS ST. RAILWAY CO.
SEE OTHER SIDE.
Transfer.—Good on first car leaving transfer point punched, on date and after time canceled, subject to Rules of the Company. Good only at point of Intersection.
WILLARD J. HIELD, Gen'l Mgr.
4003
Wash. Park & Camden Place.
Issued by Cond. No. 10
STEDMAN TIME-LIMIT, PAT. AUG. 23, 1892. OTHER PATENTS PENDING.
GOING SOUTH
GOING NORTH
SUN DAY
MON DAY
TUES DAY
WE'N'S DAY
THURS DAY
FRI DAY
SAT'R DAY


EIGHTH & CENTRAL AVS. LINES
SEE OTHER SIDE
35
038101
GOING EAST
GOING WEST
GLOBE TICKET COMPANY, PHILA., PA.

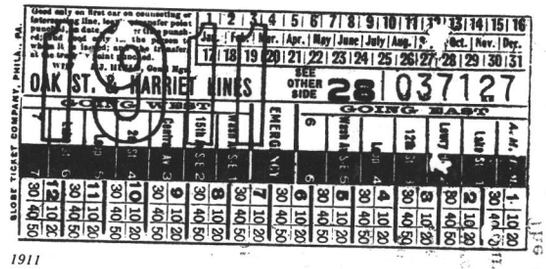

TWIN CITY RAPID TRANSIT CO.
SEE OTHER SIDE.
Transfer—Good on first car leaving transfer point punched on date and after time canceled, subject to Rules of the Company. Good only at point of intersection.
WILLARD J. HIELD, Gen'l Mgr.
3186 INTERURBAN LINE.
Issued by Cond. No. 15
STEDMAN TIME-LIMIT PAT. AUG. 23, 1892. OTHER PATENTS PENDING.
Going East
Going West
A.M. SUN
P.M. DAY
A.M. MON
P.M. DAY
A.M. TUES
P.M. DAY
A.M. WE'N'S
P.M. DAY
A.M. THUR'
P.M. DAY
A.M. FRI
P.M. DAY
A.M. SAT'R
P.M. DAY

Good only on first boat from Excelsior to Big Island Park, on date and after time punched, and good only for the person to whom it is issued.
WILLARD J. HIELD, Gen'l Mgr.
Apr., May, June, July, Aug., Sept., Oct., Nov.
Series 17
No. 1614
Minneapolis & St. Paul Suburban R'y
(STEAMBOAT DIVISION)
EXCELSIOR to BIG ISLAND PARK
A.M.
P.M.

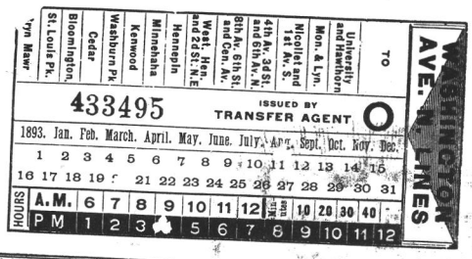

COMO-HARRIET
87
008472
It is unlawful to sell, dispose of, or use this Transfer to any person except the conductor.
TWIN CITY LINES — The Giver and Receiver are equally guilty under the Law. See other side.
Station
EMERGENCY
CONTINUATION
5th St. S. E. Harriet Loop
18th Ave. S. E.
Dale St.
Snelling Ave.
11th St.
Lake St.
LINES NOT CROSSING
AM
PM
E
W
GLOBE TICKET MFG. CO., MINNEAPOLIS, MINN.



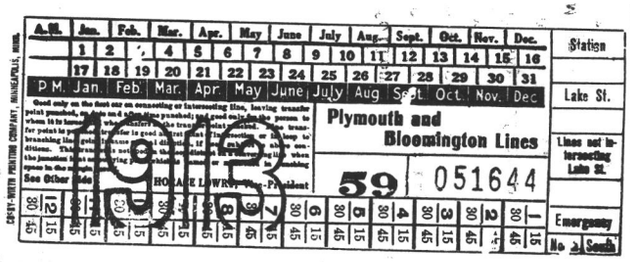
1892



1911

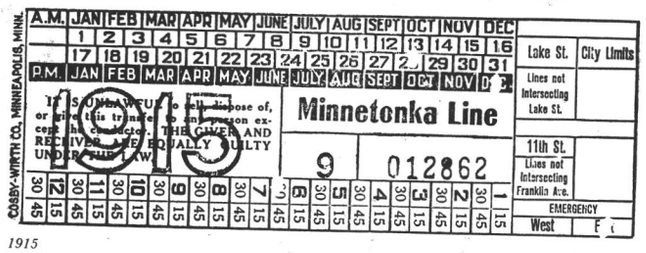


1893

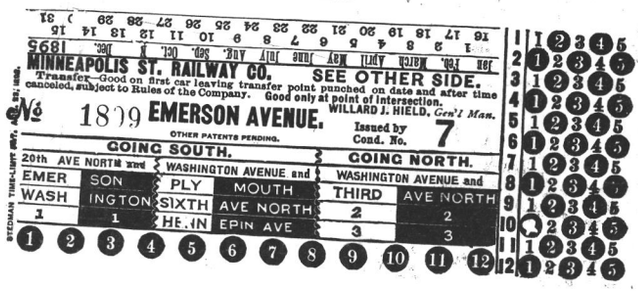


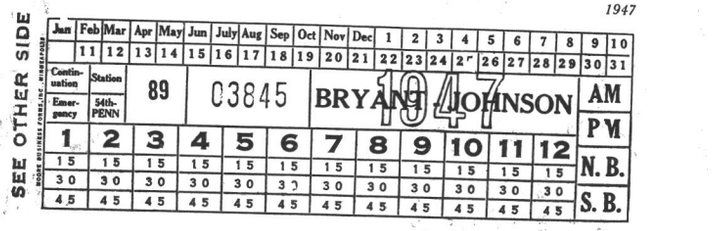
1913

1894

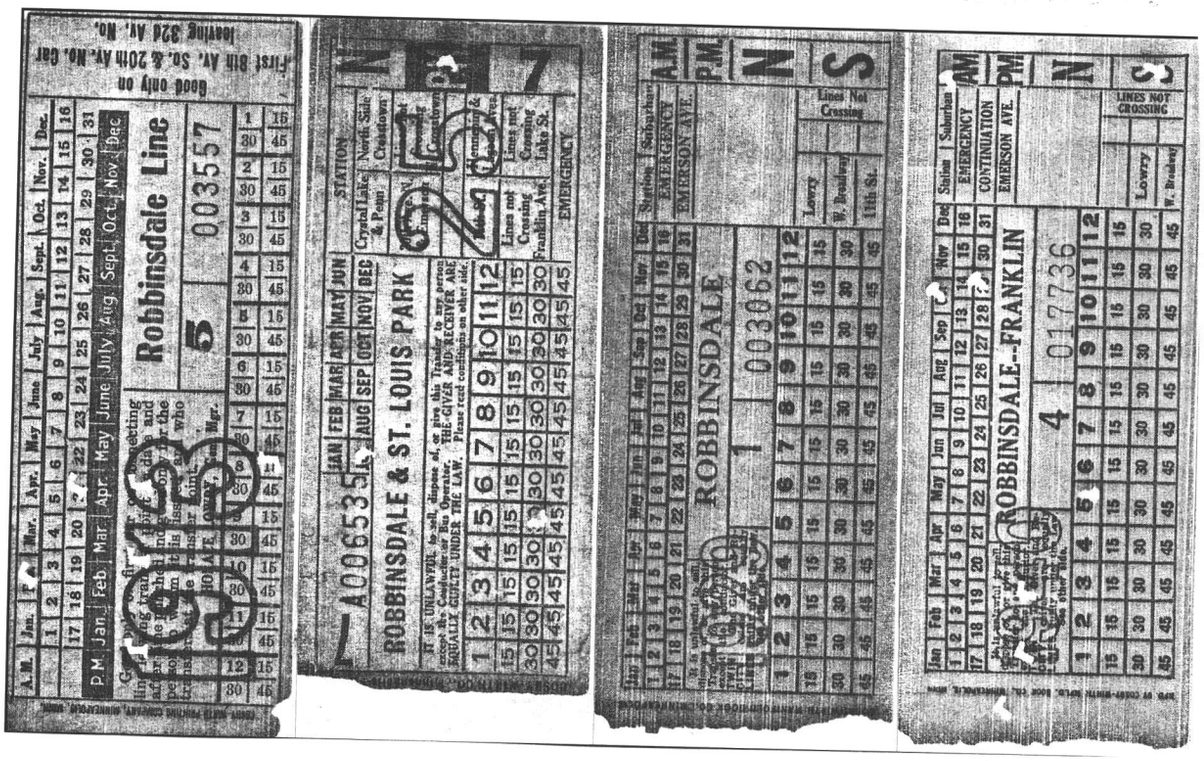


1915





1947



COMES IN WITH MAY
Minneapolis Tribune (1867-1908); May 1, 1894;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

COMES IN WITH MAY

NEW SYSTEM OF TRANSFERS ON THE STREET RAILWAY.

The Harvey Ordinance Becomes Operative, and Removes Obstacles Which Citizens Have Long Sought to Remove—Box Offices on Prominent Corners Removed as Useless Adornments—The Twin City Rapid Transit Company Prepares an Elaborate System for Its Patrons and Protects It by a Copyright—Features of the Change.

The transfer stations for the dispensation of bits of printed paper, which with proper punctures have entitled passengers on the street railway to extend their rides in certain directions, have been abolished. The first "May moving" took place last evening when the stations on Bridge square and Hennepin and Washington avenues, were abolished. The new ordinance goes into effect today, and the old bones of contention have disappeared. "The change will be inaugurated this morning on all street car lines in Minneapolis." The new system does away with the transfer agent, who will no longer lie in wait for the passengers to rush about him as flies around a honeypot. The pedestrian will once again be able to navigate the street corners without fear of running among a crowd of impatient, sad-eyed waiters for the car that sometimes never came.

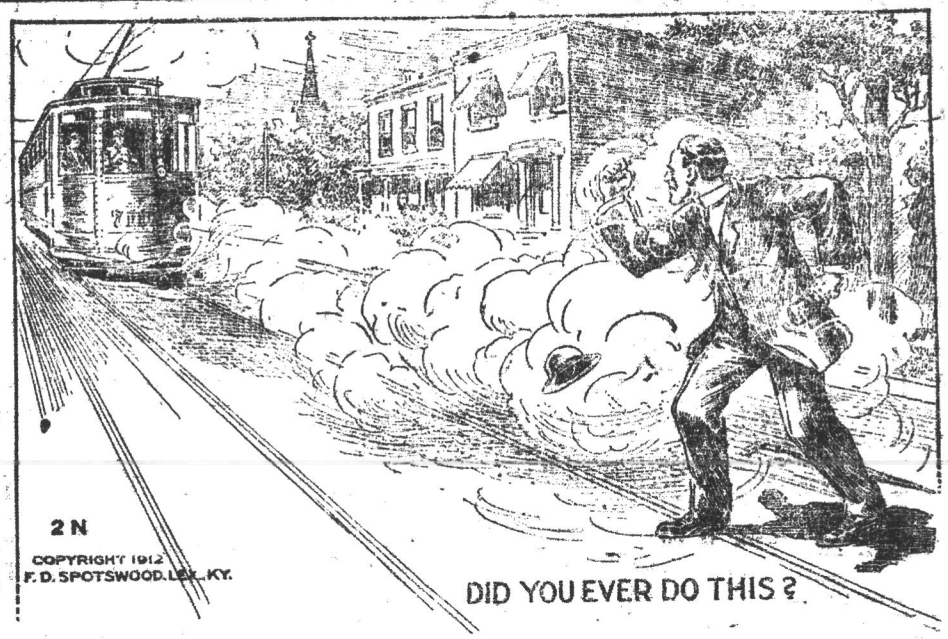
This new Harvey transfer ordinance will provide for many things which will be regarded as conveniences, and will make life more bearable in street car travel. The transfer slips will be distributed at the point of intersecting lines. Henceforth the passenger on the Fourth avenue line desiring to go south on Washington avenue will be given a transfer at Third street and Fourth avenue, and by walking one block he may board his car on Washington avenue without being obliged to ride way around Robin Hood's barn, or in other words, without having to ride to Third street and Hennepin avenue, as he has done for lo, these many moons. In cases where several cars pass a given point, a passenger secures a transfer good on all lines passing that point. This means that the passenger on the Eighth avenue line may transfer to any Washington avenue line he prefers.

Exceptions to the generally prevailing rule appear at the junction on Nicollet avenue at Thirty-first street. The street railway company clearly states its reasons for this. It holds that passengers desiring to reach points beyond the junction can wait for the proper cars down town; also that transfers issued at Thirty-first street would afford conductors an opportunity to trade. Incoming passengers will be required to take transfers at the first point of intersection of the line to which they wish to be transferred. Thus, incoming passengers on the First avenue line line at Sixth street, and not down town.

The new transfer cards called into use by the change are claimed by experts in the art to be the most complete of their kind, and the company, to prevent infringement and to be protected under the common law, has announced it as a trade mark. Portrayed on one side of the card is a dial, on which are numbered the hours of the day from 1 to 12; the names of the months are also given. Within the dial are the names of the different transfer points at which the transfer is good. On the opposite side of the slip is a list of the cars on which the transfer will be accepted at this point. The new system is said to be the most complete and simple of any yet devised.

Twin City Rapid Transit Company's New Transfers.—A change in the method of issuing transfers and rules governing their use has been inaugurated by the Twin City Rapid Transit Company, Minneapolis, Minn. There is nothing unusual in the form of the transfer now employed, except that a detailed set of instructions printed on the back advises the public that the company issues the transfers when the fare is paid and subject to the list of instructions advising the patrons on which lines transfers will be issued and on which connecting lines they will not be honored. In order to call the attention of the public to the change, half-page advertisements were inserted in the daily papers. The company explained that it desired to give the best possible service to its passengers, with the privilege of transferring from one line to another, provided the passenger continued his journey in the same general direction. Patrons were invited to write or telephone to the company all complaints about transfers, and the telephone numbers of both the Minneapolis and St. Paul offices were furnished. Two forms of posters were inserted in the advertising space on each car. One of these posters called attention to the time of issuance of the transfers and the general instructions regarding the use of continuation tickets. The other poster was printed in three colors and called the attention of the passenger to the importance of reading the instructions on the back of his transfer and announced the company's desire to receive helpful criticisms. A. W. Warnock, who is the general passenger agent of the Twin City Rapid Transit Company, designed the new form of transfer and conducted the publicity campaign when the transfers were introduced.

ERJ 4-13-1912



THERE GOES THE CAR!!

You are hopping mad about it and stand shaking your fist at the retreating car.

But how was the Motorman to know you wanted him to stop? You were too forgetful or too indifferent to raise your hand and he may have decided in looking you over that you were only waiting for the car to pass. Generally he is not a mind reader.

You cannot expect him to stop his car and come back for you after he discovers, too late, that you wanted to get on.

The other passengers would naturally object.

Another time you wanted to get off, but you kept it to yourself. Got interested in the paper or talking politics to your neighbor. Of course the Conductor could'nt stop for you in the middle of the block—the other passengers might object.

DON'T GET SORE at the Conductor or blame the Company.

The Street Car is not a PRIVATE institution, but run for the GENERAL BENEFIT of the public on sane principles.

ALWAYS SIGNAL FOR A STOP! HAVE YOUR FARE READY! BE PROMPT TO GET OFF—AND ALL IN THE INTEREST OF GOOD SERVICE.

Mankato Electric Traction Co.

A BRIEF HISTORY OF THE TRANSFER

-Aaron Isaacs

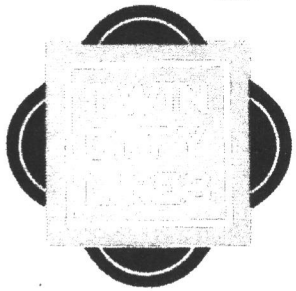
If you ride a Metro Transit bus today and have to use a second bus or a train to complete your trip, you simply request a transfer from the driver and think no more of it. Indeed, free transfers have been a staple of public transportation for well over a century. Yet it was not always so.

The 1890s were TCRT's adolescence, spent learning how to be an adult transit system through trial and error. Experiments with the transfer system inflated the number of trials and errors considerably.

The issue goes back to the horse car era, which began in Minneapolis in 1875. There were no free transfers for the first 15 years. Each boarding required a nickel fare. This was a fine thing for the Minneapolis Street Railway's (it didn't become TCRT until 1890) bottom line, but the riding public—which was almost everyone—cried foul. Just because the company couldn't provide a through ride from origin to destination on a single car, why should the passengers pay for that failing?

The Minneapolis City Council concurred, and in June 1887 passed an ordinance mandating free transfers between lines. The same ordinance also required the hiring of conductors. Previously all streetcars had been one-man. However, passing an ordinance and enforcing it were two different things. The company was heavily leveraged trying to build more track to keep up with the rapidly growing city. Hiring conductors would double the cost of crews, while free transfers would reduce revenue.

MSR objected to the imposition of a transfer requirement, arguing that it violated the old ordinance, which said, "...the city shall not reduce the passenger fare below five cents over any continuous line, and what shall be considered a continuous line...shall not be designated...to be more than three

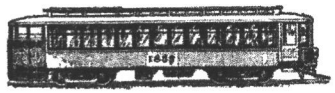


ASK for and see that you receive your transfer when you pay your fare. While the conductor is supposed to offer a transfer to the passenger when he collects the fare, there is also a responsibility resting upon the passenger to see that he gets his transfer. Conductors are permitted to issue transfers only at the time of receiving fare. This is the convenient system used in all large cities, and it is designed particularly for the benefit of patrons. It disposes of the entire fare transaction at one time. Remember to get your transfer!

BE sure to tell the conductor to what line you desire to transfer and to ask him where you should transfer, if you are not certain, so that he may punch your transfer correctly. Always bear this in mind and you will be better served.

YOU are invited to telephone, call on, or write to the undersigned for any information regarding our service. Such inquiries will always receive prompt and courteous attention.

A. W. WARNOCK, General Passenger Agent,
Hennepin Ave. and 11th St., Minneapolis
Telephones—N. W. Main 4580—T. S. 33 134



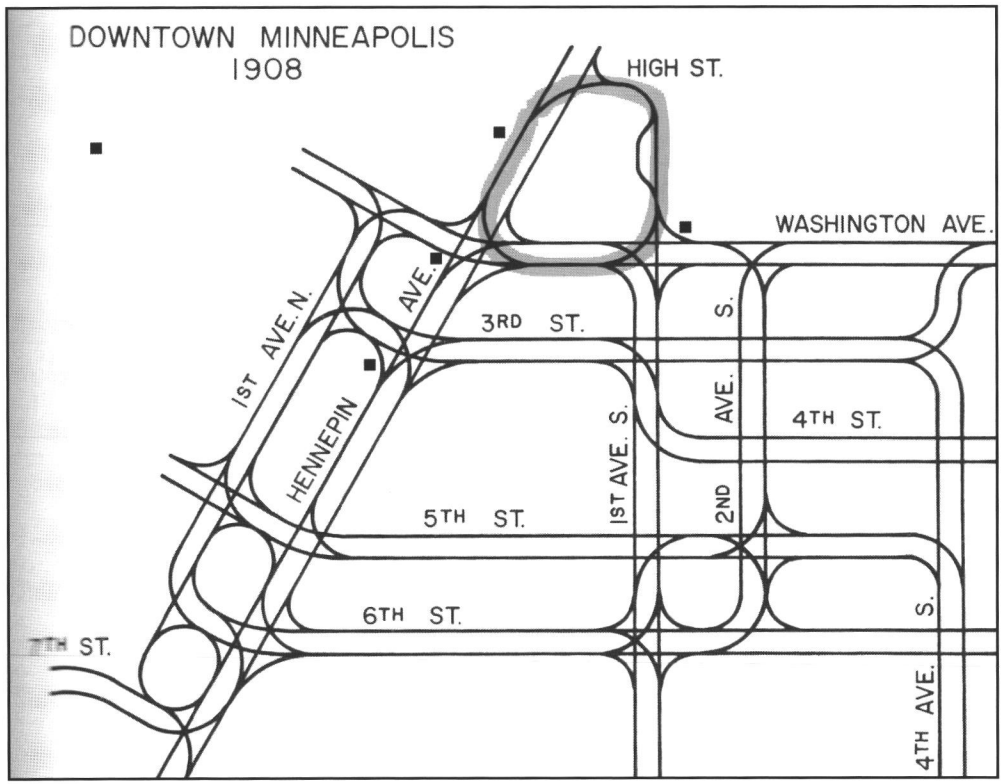
miles in length." The MSR attorney stated, "All of our lines are over three miles long, and some of them are six miles long."

Two months later the City Council retaliated, changing the definition of a "continuous line" to require free transfers. On September 10, 1887, Thomas Lowry objected to new ordinance mandating conductors and free transfers, saying "The question of 'transfer tickets" would impose on the company a great hardship."

Meanwhile, a similar dispute was playing out with the St. Paul City Council. As in Minneapolis, one of the Councilmen accused the Lowry-controlled St. Paul City Railway of ignoring an ordinance requiring transfer tickets. A spokesman for Lowry's SPCR responded that the ordinance had been previously overruled by the courts. The St. Paul city council passed another ordinance in September 1889 calling for free transfers in two years.

Conductors were hired in Minneapolis beginning in 1887, but the stalemate between MSR and the City of Minneapolis over free transfers continued into 1889. In August of that year, MSR announced a plan for a central transfer point in downtown. All cars would be routed through a new loop on 1st Avenue South (now called Marquette Avenue), High Street (where the main post office now stands), Hennepin Avenue and Washington Avenue. This, by the way, introduced the "LOOP" destination to the system's lexicon. The term became synonymous with "downtown", and remained in regular use on destination signs through the 1950s. Although it has fallen out of common use today, it survives within Metro Transit's operating vocabulary. Supervisor reports of lost service and fill-ins still say things like "Service lost from loop to 56th and Chicago", or "Fill-in from loop to 41st and Central to loop."

This newspaper article describes the Loop plan.



The first transfer format--1890.

Minneapolis Tribune August 18, 1889
A "LOOP" IN THE CITY'S CENTER FORMS A COMMON TERMINUS TRANSFERS MADE EASY

The scheme of the system, which has occupied the attention of Thomas Lowry and his associates for over a year, is to have a common terminus or center, by which all cars must pass so as to enable passengers to transfer from one line to another by simply changing cars, with the smallest possible inconvenience, and thereby reach any portion of the city the different lines penetrate, by paying but one fare. This will be accomplished by constructing a loop. This loop will be built on Washington Avenue from Hennepin to 1st Avenue S., traversing 1st Avenue S. to High Street, along High Street to Hennepin Avenue to Washington Avenue. This will take every car past the Union Depot and also to the corner of Hennepin Avenue and Washington Avenue where passengers will be transferred.

Over a year after the previous article was published, the Loop was not yet completed, but the first transfers were issued.

Nov. 2, 1890

The street railway company has given its patrons another surprise, which will be regarded as one of the most agreeable events of the season. While the big fight was on the council last spring, and long before, Mr. Lowry promised the establishment of a transfer system between the several lines as soon as it was practicable to do so. This promise has been fulfilled in part, and its further conditions will be observed as fast as the necessity arises. Yesterday morning employees with the words "transfer agent" upon their caps were found on duty at the corner of Washington and Hennepin Avenues, and on 3rd Street at Hennepin and 1st Avenues S. These agents were authorized to issue transfer checks to those entitled to continuous passage from one line to another. They are also instructed to furnish passengers with all desired information in regard to the transfer system and the additional privilege secured when the new tickets are placed in their hands. Under this new arrangement, passengers will be enabled to connecting lines without extra cost. This system has been placed in operation without any fuss or feathers, and at a time when people were not expecting it in the least.

Dec. 10, 1890

The street railway company has adopted the transfer system with apparent success, but the kickers are not silent. They complain because they have got to get out of the car to get their transfer checks, and sometimes have to stand on the street corner while some one else is having his wants attended to. They allege further that the procession of passengers following the conductor up to the transfer agent looks very much like a flock of sheep being led up to the slaughter. They observe that there is a conductor on every car, who might just as well give out the transfer checks himself, as is done in many other cities, thus saving the passengers much trouble

A Nicollet Avenue car carries a LOOP sign, meaning that it terminates in downtown. Crossing Washington Avenue on Marquette Avenue, it is entering the original transfer loop and passing the site of one of the three original transfer stations.

and the company much expense.

Although the transfer system was implemented in 1890, the Loop itself was not yet in operation. The newspaper reported that some passengers had walk from as far as 6th Street to Washington to get their transfers. The Loop was completed in May 1891, but initially only the Interurban used it. All other lines except 4th Avenue S. were moved onto the loop in June and July.

In the months following its implementation, TCRT tinkered repeatedly with the transfer rules. Transfers at first were only issued for use on a specific line, and this immediately became controversial. Most of the streets leaving downtown hosted multiple lines for some distance until they diverged. Passengers who could use more than line complained, so TCRT removed the single line restriction to permit boarding the first car on streets with multiple lines.

In order to eliminate the cut-rate reselling of unused transfers, the new year of 1891 saw a policy change that alienated the public. Upon boarding, passengers paid an additional nickel to the conductor for the transfer, and could only get the nickel refunded upon boarding the next car. Not surprisingly, it didn't last very long.

Feb. 18, 1891
THE CONTINUED COMPLAINT LEADS TO THE RESUMPTION OF THE OLD TRANSFER SYSTEM

While it has been supposed that the general public was getting better satisfied with the new transfer system the better they became acquainted with it, and that its advantages over the old were appearing more and more, there has been strong pressure brought to bear on the company against the system. All sorts of complaints have been made and it is said suits have even been threatened. The company has decided to give it up and go back to the old system. This morning you will have to get your transfer check from the agent on the corner. The new system, so-called, by which the passenger bought his transfer from the conductor, paying 5 cents in addition to his regular fare, which was refunded by the conductor on the other line, had been in operation just 24 days. The chief complaint seemed to be in regard to the payment of the additional nickel, although the company established such regulations that the honest passengers ran almost no risk. However, the fault finder was persevering and he made life so miserable for anyone in the employ of the company that now he may have the old way back again. The chances are there will be a fresh chorus of kicks on account of this decision.

"We have decided to go back to the old system, the people getting their transfers at the street corners," said Manager Goodrich. "We have done this because the public seemed so dissatisfied with the present system. We have had many complaints of the working of the system, and, while I believe it is the very best system in existence for the use of the public, yet we are not going to insist upon it in the face of the opposition that has been aroused. The result of the whole matter is that we go back on the old system, beginning tomorrow morning."

Conversations with a number of street car conductors last night showed that they have been taken completely by surprise by the announcement of the change. Without an exception they testified that the new system had been working well and working better every day. They seemed to think that both the company and the public were being better served by the plan just abandoned. They said the number of people riding on transfers has been considerably less than it was previously. The difference is supposed to represent approximately the number of people who "played it" on the company in one way or another.

One great advantage on the side of the public which is lost is the privilege of changing cars at points other than the intersections and termini at Washington Avenue and 3rd Street. Another is the privilege of taking the first car that comes along and not waiting for a car on one particular line.

More transfer rule changes took effect in August 1891. No longer were return trips permitted on a parallel line. This change was meant to thwart passengers who lived between lines, or on lines that served the same street, avoiding paying a second fare for a return trip. For example, Lyndale-

Bryant passengers were no longer allowed free transfer to Hennepin, Nicollet, Hawthorne or Kenwood.

In St. Paul, transfers were still issued only for a single line. As they had in Minneapolis, passengers demanded to be able to transfer the first car out that was headed in their direction. The matter wound up in court, where TCRT lost.

March 2, 1892

The transfer slip question has again been decided by the St. Paul courts adversely to the street railway company. The transfers are not given in this city on the plan followed in Minneapolis. There a slip is given to any connecting line, while in St. Paul a passenger must specify the line to which he desires a transfer. In both cases that the courts have been called on to decide, the passenger boarded a car on a line other than the one designated, and was ejected. It is probable that the result of the suits will be the remodeling of the troublesome transfer slips, so they may be used on any connecting line instead of on only one specified line.

In December 1892 a Minneapolis ordinance was passed that eliminated free transfers to/from the Interurban line, provided that TCRT run local cars on the Interurban tracks as far as the city limits. Why the Council did this is unclear, because intercity rides on the Interurban already required two full fares, and this added a third fare for transfer passengers. It appears that the City Council responded to the public backlash by approving the creation of additional transfer stations, including one at Oak and Washington, and maybe another at Seven Corners, where passengers could transfer free to the additional local cars, but not to the Interurban. Needless to say, this particular experiment ended within a short time.

Wherever streetcar lines met each other, new routings became available for passengers. Two examples occurred at Plymouth and Washington, and Broadway and Washington. Passengers staying in North Minneapolis could transfer, but had to pay an additional fare, or ride all the way downtown to receive a free transfer from a transfer agent, adding up to a half hour to the trip. In response to this situation, in 1893 transfer stations opened on Washington at Plymouth and Broadway.

The worst was yet to come. In April 1893, the Minneapolis city council passed an ordinance mandating a downtown transfer station at 1st Street and Hennepin Avenue. With it came the most cumbersome process yet employed, as described in the following article.

April 29, 1893
TO GET TRANSFERS
THE NEW SYSTEM THAT WILL GO INTO EFFECT MAY 1

The citizens of Minneapolis on Monday next will be presented with a new transfer system. It is provided by the street railway company in connection with the new transfer ordinance recently passed by the city council. The street railway company has spent much time in preparing and perfecting the details under the new ordinance and has endeavored to make the new arrangements as simple and as convenient as possible to the traveling public. It ought not to take long for the citizens to learn the new system in all its details.

The ordinance provided for a transfer station to be built at Bridge Square, but

These three photos show the High Street end of the original Loop. Top: The streetcar is on High Street at Hennepin, next to the original Union Depot that was replaced in 1914 by the Great Northern Station across Hennepin.
The bottom two photos are from the GN files at the Minnesota Historical Society.
Middle: Looking south on Marquette with the tracks turning onto High Street in the foreground.
Bottom: Looking west on High Street toward Hennepin. The Chicago Great Western freighthouse, originally built for the Wisconsin Central, is beyond the streetcar.

this clause was afterward knocked out on account of illegality. In lieu of the central transfer depot which was to have been built at this point the company has arranged to use the building located at 100 Hennepin Avenue. At this status the modus operandi will be as follows: The passenger upon alighting from the car will receive a ticket by an agent, who punches the exact time at which the car arrives at this point. This ticket (see below), if presented immediately, will admit passengers to the depot. Upon leaving the depot the passenger will receive a ticket upon which is stamped the exact time at which it is given. This ticket will be accepted for fare only on the first car leaving this point on the line on which passenger wishes to travel after the time indicated, and will not be accepted if presented at any other point on the line.

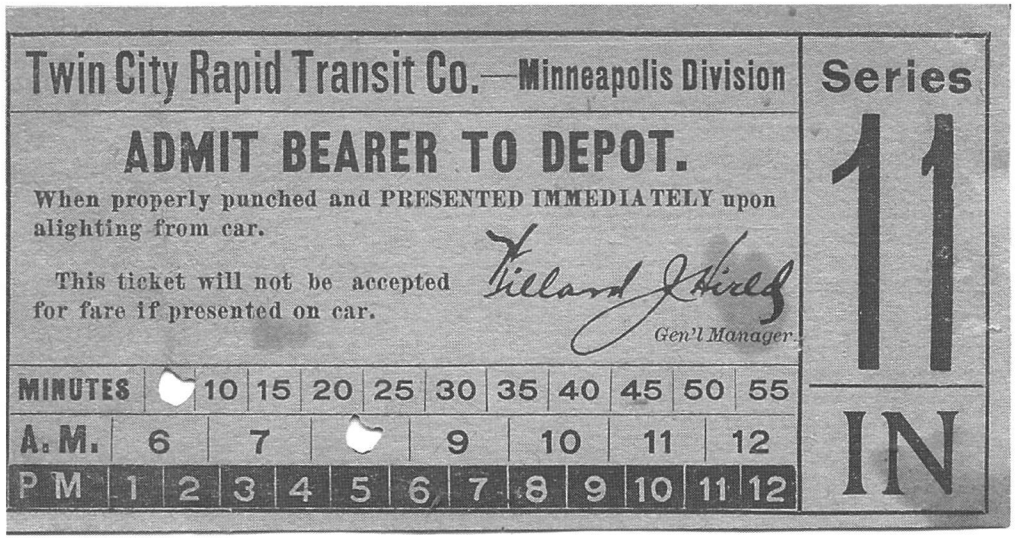
*No change will be made in transfers now in the hands of conductors. Transfers will be issued by conductors at Plymouth and Washington, 20th Avenue (*Broadway*) and Washington, to and from the Emerson, Plymouth, Camden and 20th Avenue lines; at 4th and Central, and 2nd and Central, to and from the University, Central Avenue, 2nd Street NE and Monroe lines; at Washington and Cedar, and Cedar and Riverside, to and from the Minnehaha, Riverside, Cedar and Interurban local lines; at Oak Street to and from the Interurban and University lines.*

*The transfer station at the Nicollet House corner (*Hennepin and Washington*) will be removed. At Hennepin and Washington an agent will issue transfers from North Side cars as before. At 1st Avenue S. (*Marquette*) and Washington transfers will be issued to and from 1st Avenue, Bloomington, Minnehaha, Cedar Avenue and Interurban lines and those lines which do not pass the depot. This will enable a 1st Avenue passenger, for example, to transfer to the Minnehaha line without going around the loop.*

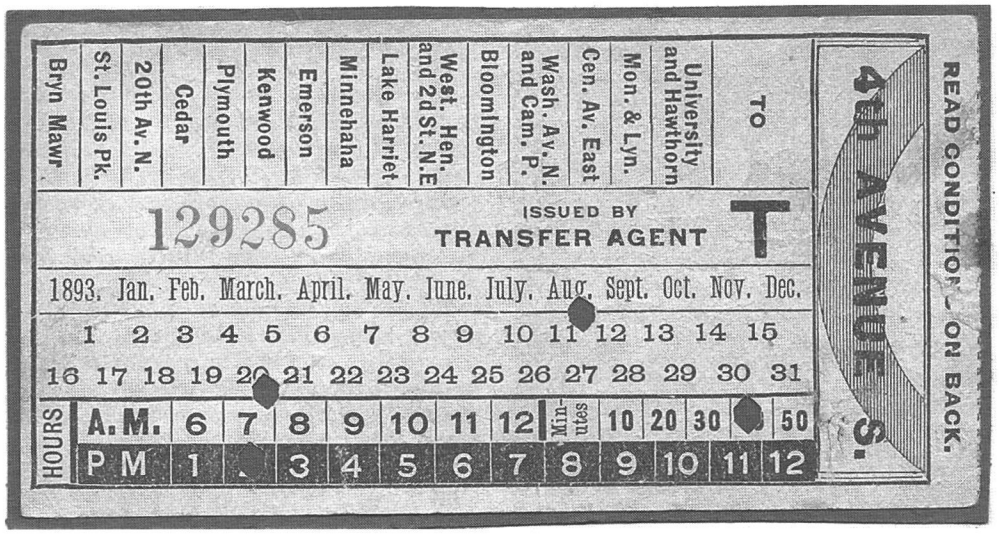
No changes will be made in transfers or transfer points for those lines which do not pass the transfer depot, i.e. the transfers for the Plymouth and Emerson lines will be in the hands of an agent at Hennepin and Washington; those for the Washburn Park line will be given out by agents at First Avenue S. and Washington, and those for the St. Louis Park, Kenwood, Bryn Mawr and Lake Harriet lines will be given by the agents at Hennepin and 3rd Street. All transfers to and from the 4th Avenue line will also be issued at this point.

*All transfers from the 8th (*Chicago*) Avenue, 6th Street and Central Avenue, University and Hawthorne, Western (*Glenwood*) Avenue and 2nd Street and Monroe and Lyndale lines will be made through the depot, except to those lines which do not pass through the depot; these will be made Hennepin and 3rd Street.*

All agents will be supplied with a separate ticket for the Interurban local line, and passengers wishing transfers to this line will so state to the agent. No other ticket will be accepted by Interurban conductors.



Here are two artifacts from the arcane, short-lived system of issuing transfers at a central station. Above: The ticket to enter the station. Below: A transfer issued by a transfer agent.



Reporters watched the new system and filed these reports.

May 2, 1893
SCENES AT THE RECENTLY ESTABLISHED TRANSFER STATION

Thronging in the door labeled "In", and thronging out the door labeled "Out" yesterday, the crowd of people passed through the new transfer depot at 100 Hennepin avenue, somewhat bewildered at the innovation, but trying hard to master the details and succeeding admirably. True, it did seem like a great deal of red tape to get off a Bloomington car, for instance, with the intention of transferring to a Minnehaha, to find the Minnehaha waiting alongside and yet be obliged to get a time-punched ticket of admission to the transfer station, go in one door, get another ticket, and go out of the other door to take the Minnehaha car. Yet everybody good naturedly did all that was required of them, and seemed to conclude that it was not so bad after all. It takes a force of nine men to manage the depot, four transfer agents, two receivers, two stampers and a starter. The starter has a perch in the corner where he can see the cars coming from both ways, and he calls them out as they reach the depot. For instance, he calls "Hawthorne" or "University", depending upon which way the car is going.

All cars stop in front of the transfer depot a sufficiently long time to give everybody a chance to get from the building to the car. There is one transfer man on each side of the tracks, the other two transfer men relieving them after a certain length of time. The receivers take the time tickets as the traveler passes in and out of the depot, one receiver being stationed outside the "In" door and the other inside the "Out" door. These two functionaries had great trouble to keep people from going in and out at the wrong doors. Everybody was possessed with the idea that they ought to pass through the depot all right, but didn't see how it made any difference which door they went in and out of.

The two stampers inside stamp on the back of the tickets the car wanted and the time the passenger leaves the depot.

The depot is roomy inside and has central seats and seats around the wall, but

most of the people insist on crowding about the doors and gazing out of the windows for their cars. The traffic yesterday, the weather being disagreeable, was not heavy, so that it was handled with ease. It is difficult, however, to see, when the crowds are greatest, on a June Sunday afternoon, for instance, when immense crowds are going to Lake Harriet, how the people are all going to be accommodated without great inconvenience and many blunders.

At the central depot the change in the transfer system is of course most apparent. For the most part otherwise excepting some of the stations being done away with and others established, the new arrangement does not differ from the old.

May 9, 1893
TRANSFERS
A TRIBUNE MAN TESTS THE NEW SYSTEM
NOT SO BAD AS PAINTED

"Well of all the transfer systems I think this is the worst one yet. Why, it takes half an hour to get a transfer at that new depot, and you miss a car every time. And then you have to stay cooped up in that little place until your car comes, and when you finally get on, the chances are that the conductor won't take your transfer."

After hearing a large assortment of complaints like the above, a Tribune reporter concluded to do a little traveling and give the system a thorough test, to see if it actually was the intricate and inconvenient arrangement which many people seem to think it is.

And now, after trying the new transfer backwards and forwards, upside down and inside out, the writer is prepared to say that it is based on business principles, is sensible and is convenient. Indeed, when the traveling public becomes used to it, it will be found even an improvement upon the old.

The new system has all the privileges of the old and more, for there have been established transfer stations where there were none before. Transfers on the cars are issued now the same as before. No one is compelled to ride around the loop to get a transfer. The modus operandi of the transfer depot is not intricate, nor does it involve any loss of time. In short, the new system, as it has been arranged, is the result of long experience in wrestling with the difficult problem of arranging a transfer system adequate to the growing needs of the city and the increasing demands made on the street railway company. Throughout the whole intricate street railway system of the city, wherever transfers would be an accommodation to the public, they are obtainable.

The reporter took an 8th (Chicago) Avenue and Central car to the transfer depot, with the intention of transferring to a 1st Avenue and Nicollet. Upon alighting from the car he was handed a ticket of admission to the depot. A receiver took his ticket as he went in. The transfer depot is large enough inside to accommodate ordinary traffic and there are plenty of seats. The reporter had scarcely time enough to take these details in, when the starter announced "1st Avenue and Nicollet".

"1st Avenue and Nicollet", said the investigator to the men behind the little railing and one of them handed him the desired transfer, with the time duly stamped upon the back of it, in the fashion of a clock dial, the hands pointing at the time at which the car he wished to take was scheduled to leave. The whole transaction occupied about a minute and a half.

It seemed to be much more convenient than the old way, where one took his transfer and then retired to a neighboring drug store or stood in the rain waiting for his car and straining his eyes as each successive car came along to see whether or not it was his.

The starter who calls off the cars in the transfer depot calls each one before it reaches the depot and there is ample time to secure the transfer and reach the car without haste.

It didn't take long for the public to rebel against the transfer station. In June 1893 the City Council discussed switching completely to on-board distribution of transfers by the conductor, as done in St. Paul. On July 15 the Council passed an ordinance to not require passengers to enter the transfer depot to pick up their transfer. The Minneapolis Tribune chronicled the complaints.

June 23, 1893
THAT TRANSFER STATION

Public spirited citizens have been sitting up nights to think of names for the much abused transfer station, and we hear it spoken of as "the black hole of Calcutta", the "cattle chute", "purgatory" and "pigpen"; it is called a badly kept, little, dark, dingy, filthy, dirty place, reeking with the aroma of a mixture of tobacco, garlic, stale beer and onions. It has been said that it is unfit for a lady to enter, and beneath the dignity of a gentleman to pass through.

July 19, 1893

Resolution of a North Side citizens meeting:

We denounce the present system of transfers at the transfer station as being unnecessary, obnoxious and causing useless delay.

Civil disobedience ensued.

July 25, 1893
TESTED THE TRANSFER

Last evening the citizens of the North Side were to make a test of the street railway transfer system requiring passengers to enter the depot to receive a transfer slip. According to a mutual understanding a delegation would meet at the central transfer on Hennepin Avenue at 6:15 o'clock and they would refuse to enter the building for transfer tickets. About the time named 10 men disembarked from a Bloomington car at the transfer, and, after receiving the red tickets entitling them to admission to the station, they refused to enter. When the Robbinsdale car came along they boarded it without having obtained the transfer tickets. The conductor on the car refused to take the tickets and the men were allowed to ride half of the way free.

Despite the "kicking", to use the slang of that era, months passed before a solution was mandated by the City Council. Referred to as the Harvey ordinance, it called for transfers to be given by conductors wherever lines intersected, instead of hauling passengers out of their way around the Loop. Meanwhile, more than 1600 passengers per hour were using the transfer station at peak times, causing delays and street congestion. It cost TCRT $19,000 per year to run all the stations.

By January 1894 the matter had ended up in court, where it was upheld. On May 1, 1894, all the transfer stations were abolished. Finally, all transfers were issued on the streetcars by the conductors, and all transfers now took place where the lines intersected. This basic system has remained in place every since.

All the transfer agents were eliminated. The Tribune reported on the change the next day.

May 2, 1894
EXPERIENCE YESTERDAY WITH THE NEW TRANSFER SYSTEM.

Downtown streets and corners where transfer stations had been stationed for years had a strange and unfamiliar look yesterday. The transfer agents were not there, and in some cases the transfer houses had been moved, and what was most noticeable of all was the absence of the crowd of people usually to be seen at all hours of the day, waiting for their cars. All this change was due to the introduction of a new system of transfers, whereby the little slips were issued on the cars and by the conductors at points of intersection instead of at the stations by the agents.

The new system was very successfully inaugurated. In some cases there was a little trouble and confusion, but altogether things worked smoother than could be expected. The directions printed on the transfer slips proved of great assistance to passengers, and the great majority of them were handled without trouble by the conductors.

Downtown, where the old transfer stations were, there were always stores nearby, but as many of the points at which transfer slips are now issued are out in the residential portion of the city, no protection from storm or heat is offered.

The new system is hard on the conductors, and many of the complaints came from them. It isn't as easy as it looks to go through a car, collect all the fares and attend to the running of the car beside, and most of the time of the conductors is very

Finally, in 1894, TCRT adopted the basic transfer system that continued well into the bus era--transfers handed out by conductors (and later motormen and bus drivers) and honored at any transfer point. Both Minnesota Historical Society collection.

fully taken up with these duties. The additional labor of seeing that transfers are issued at all points of intersection, therefore, falls heavily on them, and with 50 or 60 passengers on board, their lot is not as pleasant as might be imagined. Extra trip have to be made to see that all the transfers wanted are given out and this, in a crowded car, requires considerable time. Conductors issuing transfers yesterday who waited until they reached the point of intersection before giving them out found them selves in trouble, as they lost time in punching the slips for the necessary number of passengers. The delay for each was small, but it mounted up when 10 or 12 got off at the same place.

The High Street loop was abandoned in 1931.

The transfer itself

Soon after transfers first appeared, streetcar passengers learned to game the system to avoid paying fares. Seeing this, streetcar companies went to great lengths to prevent revenue loss. Transfers were only issued upon boarding. They could only be redeemed at designated transfer points, although TCRT created large Transfer Zones within the two downtowns where transfers could be redeemed at any car stop. To control their distribution, serial numbers were printed on each transfer, and the transfers were consecutively numbered in pads. Transfer agents, and later conductors, were required to record the serial numbers, account for all transfers issued at the end of the shift and hand in any not issued. Transfers were custom printed for each line and, in the early years, even each conductor, with the conductor's number printed on the face. To make it easier to spot and challenge a bad transfer, each line's tickets were printed in a different color. Different colors and date codes prevented passengers from using a transfer from a previous day.

MSM is fortunate to have the transfer collection of the late Joseph Zalusky, who was very active in the Hennepin County Historical Society. He acquired some very rare items, including complete sets of every transfer issued beginning in 1892, plus a few that are older.

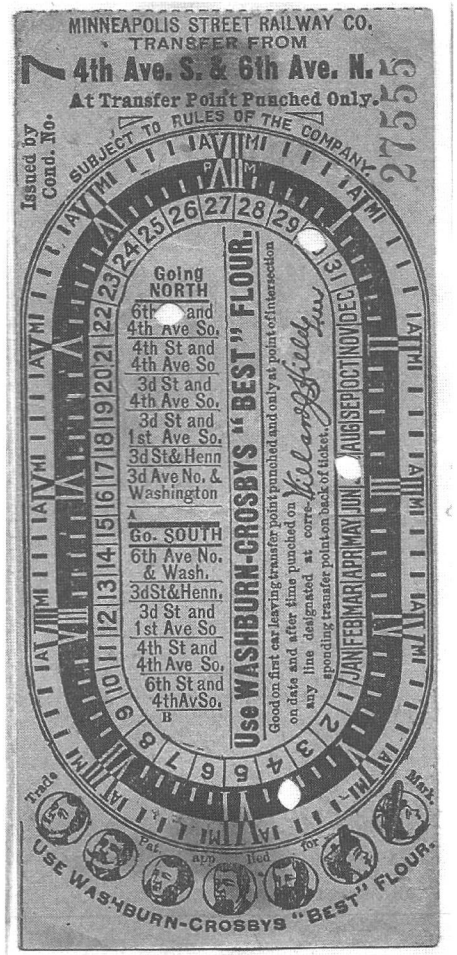
He wrote an article on fares and transfers that appeared in the Winter 1961 issue of Hennepin County History. Here's an excerpt.

Probably the first transfer was issued in 1890. At a transfer point where nearly all streetcars met (Washington and Hennepin Avenues) riders would be given transfers. The unused ones were either thrown away or given to alert kids who in turn would sell them for 2 cents apiece to those that didn't care to pay a nickel for a ride home or to work. Many people displayed a strong impulse to try to use transfers for stop-over purposes. A woman would ride downtown, get off the car, get a transfer, do her errands, and use the transfer to go elsewhere.

In order to stop the trolley riders from passing transfers at the end of the trip to other persons waiting to board cars, the company (in 1894) put into use a new type of transfer. At one end were printed 7 faces, 5 were masculine decorated according to the tonsorial fashion of the day. There were full bloom beards, a chin whisker type, the heavy handle barred mustache, a sideburn look and a smooth shaven gent. Two types of women were represented. When you requested a transfer at a transfer point, it became the job of the transfer agent to give you the once over and punch the face on the ticket that most nearly resembled yours. Apparently this went too far. Many people became peeved at the puncher's estimate and protested to the company. In a few months the faces were eliminated from the transfer.

Walking the fine line between passenger convenience and minimizing revenue loss resulted in incredibly complex transfer rules. In 1923 TCRT issued separate pocket sized transfer rulebooks for each city, 165 pages for Minneapolis and 120 pages for St. Paul. In addition to general rules, each book had chapters describing the peculiarities of each line. Much as I enjoy the minutia of streetcar and transit operations, trying to read it made my eyes glaze over and I wonder how motormen and conductors kept it all straight.

Transfers had a limited life. The conductor was instructed to ask the person where he or she wanted to transfer, then to punch the first 15-minute increment past the car's scheduled arrival at that transfer point. On our sample Lake Nokomis-Camden transfer on the next page, that was the purpose of the boxes marked "42nd Ave. No.", "Cedar Ave.", "W. Broadway", "Franklin Ave" and "Lake St". Otherwise transfers were punched for the downtown time.



The short-lived 1894 "face" transfer.

The transfer was only good on the first connecting car after the punched time. At least that was the theory.

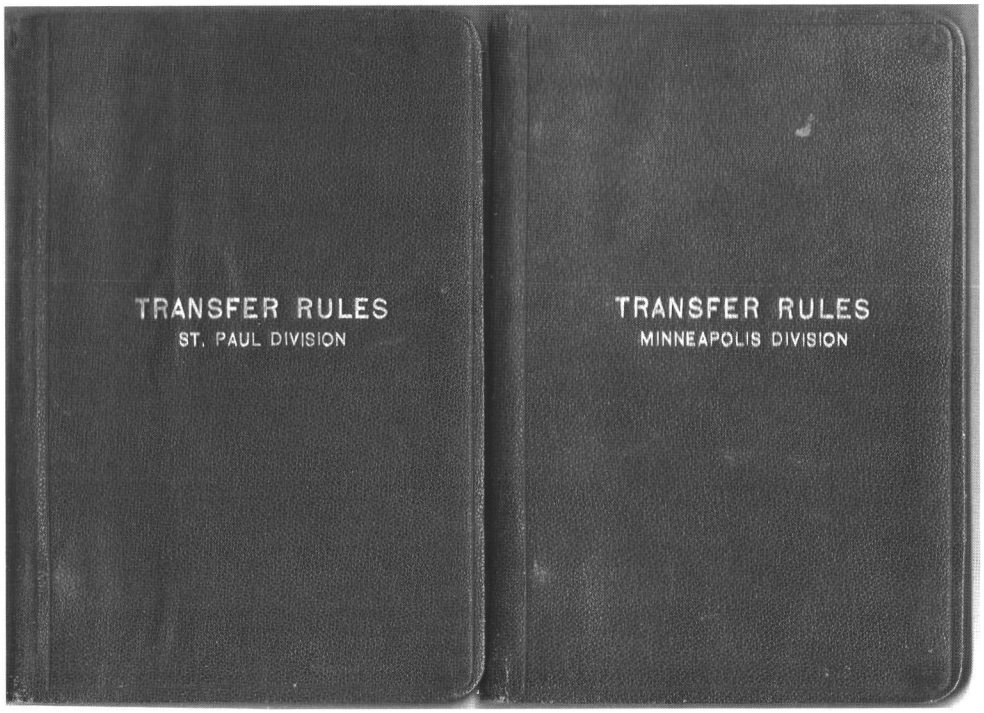
The transfer had a couple of other features. Passengers riding a pullin car to the carbarn could request a "Station" transfer to permit them to ride farther down the line on a regular car. In the case of Lake Nokomis-Camden, this would be a transfer from a pullin to North Side Station (24th and Washington Ave. N.) to a regular Camden car. The "Continuation" box worked the same way. It allowed a passenger to transfer from a short line car to a long line car to complete a trip.

Punching the "Emergency" box gave the conductor a way to suspend the rules and keep his passengers moving in the event of a breakdown, accident or other unforeseen problem

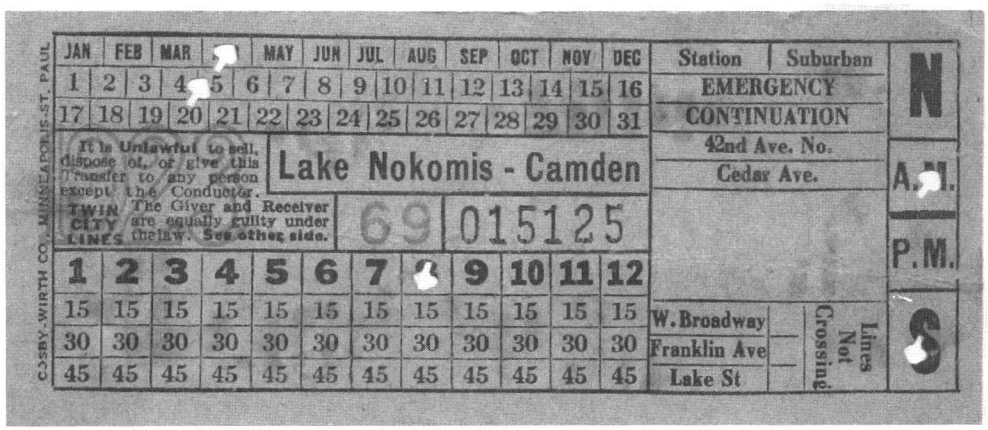
Some trips required three streetcars to complete. This is where the rules got really complicated. I've read the line-specific rules for when to issue or deny a "re-transfer" and have trouble understanding what they were trying to do. It appears that one of two things happened—either the transfer was punched and handed back to the passenger to use again on a third streetcar, or the transfer was collected and a new transfer issued. For any given line, TCRT figured out when re-transfers could be permitted without creating the opportunity for a free round trip. Here's a typical, hard to understand example: *Transfers from lines crossing Snelling Avenue, punched in blank space directly following the words 'Snelling Avenue', shall be accepted only on south or east-bound cars of lines intersecting Snelling Avenue. Additional transfer for connecting lines shall not be issued thereon.*

It was immediately followed by this: *Transfers from lines crossing Snelling Avenue, punched in blank space directly following the words 'Snelling Avenue', shall be accepted in either direction on lines not intersecting Snelling Avenue. Additional transfer for connecting lines shall not be issued thereon.* Oy.

Some retransfer rules involved punching the "Suburban" box,



The 1923 version of the transfer, and the 1923 rulebooks governing its use.



although that appears to have applied only to the Mahtomedi and Robbinsdale lines, not the equally suburban Lake Minnetonka, Columbia Heights and South St. Paul lines. Go figure. As an interesting aside, TCRT honored transfers issued by the independent Minneapolis, Anoka & Cuyuna Range, but apparently not those from the St. Paul Southern.

Despite all these precautions, round tripping still happened. All that was needed was a different return route to the rider's starting point. Usually the return trip required two streetcars to complete, but you could do it on a single fare. For example, if a trip from Lake and Chicago to downtown was on the Chicago Avenue line, a return trip via Nicollet Avenue with a transfer to the Lake Street line could be made. It took more time, and it only worked legitimately if the downtown stopover was brief. However, if the conductor didn't bother to look at the transfer's expiration time, or the date, you could get away with it. Reading all the information on a transfer took time. When loading a crowd at a big downtown stop, it wasn't that hard to slip by with a bad transfer.

In 1950 TCRT finally addressed the issue of retransferring. This from a newspaper story:

Under the present system, a rider can ask for a transfer when the fare is paid and merely "flash" it to the operator or conductor when boarding the next bus or streetcar.

The trouble has been, Superintendent Barnes said, that some riders keep flashing the same transfer all day long. Part of the blame, said Barnes, lies with the operators and conductors who haven't been diligent enough to inspect transfers for the time and route punched.

(With the new multicolored transfers) *all the operators and conductors have to do in the future is memorize the system's color scheme and then take up transfers taken as fare, to check time and direction.*

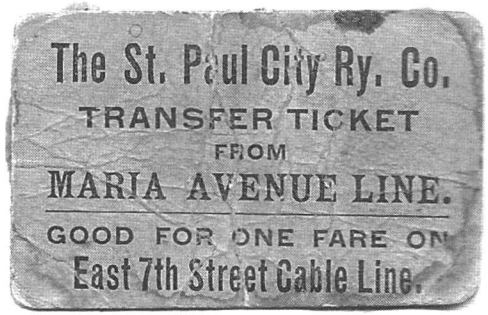
If the rider needs a second transfer, the operator or conductor will issue one freshly punched with time and direction. There will be space on the edge for an additional punch to show that the rider has been issued one, two or three transfers—with three the limit of the number to be issued. Barnes said it is possible to get anywhere in either of the Twin Cities on three transfers.

Somehow that still sounds extremely complicated. This same transfer format remained in use after the conversion to bus and well into the era of public ownership.

Gradually, however, the restrictions were relaxed, because the goal of publically-owned Metro Transit was to increase ridership, not maximize revenue. The life of transfers was extended to 2.5 hours, so that a trip from one end of the system to the other could be accommodated. Then came "Stop and Shop", permitting a stopover and continuation on the same route.

Finally, with the implementation of smart fareboxes, came the "time-only" transfer. A transfer was now good for 2.5 hours, with no limit on the number of buses or the direction of travel. It was (and still is) essentially a 2.5-hour pass. It eliminated the thicket of arcane rules that often confused passengers and created a cat-and-mouse game, with passengers trying to creatively beat the system and drivers trying to catch them.

Best of all, the fareboxes were now programmed to reject expired transfers. Before, when drivers rejected transfers, it sometimes led to disputes with passengers and some of those ended with the driver being assaulted. However, it is much harder to argue with a machine, especially when the farebox's distinctive rejection beep is heard and understood by the entire bus. The savings in driver injuries alone probably paid for the loss of fare revenue due to fewer restrictions.



Here's a really rare one. From 1887 until 1893, St. Paul's Maria line was isolated. To reach downtown, passengers had to transfer at 7th and Maria to the East 7th Street cable line, so the company waived the usual extra nickel and permitted a free transfer.

TRANSFERS.

Form 150

Commencing No. .....

Ending No. .....

..... LINE

..... 189

CAR	TRIP		TIME	Tickets	Dollars	Cents
		D				
		U				
	Total,					

REGISTER

..... *Ending*

..... *Commencing*

..... *Total Fares*

..... *Amount*

Relieved by Conductor No. .....

..... Conductor No. .....

An envelope from the 1890s for collecting transfers and tickets.

Form 310. 50,000 7-11.

TWIN CITY LINES

TRANSFERS ISSUED

Series No. .....

Ending No. .....

Commencing No. .....

Total .....

Punch Mark .....

Snelling - Minnehaha Line

Cond. No. .....

Relieved by Conductor No. ..... **DATE,** ..... **191** ..... **Motor No.** .....

CASH FARES		TICKETS AND TRANSFERS
	... Register at Ending ...	
	Register at Commencing	
	.... Fares Registered	
$	CASH.. } Totals { Tickets & Transfers	
$	Cash Received. CLERK	

TRIPS		Time Card Time ..... M	ACTUAL TIME ..... M	EAST 7th STREET FREE FARES	EAST 7th STREET CASH FARES	EAST 7th STREET Tickets &Trans	LOAD	WEST 7th STREET FREE FARES	WEST 7th STREET CASH FARES	WEST 7th STREET Tickets &Trans	LOAD	MINNEAPOLIS FREE FARES	MINNEAPOLIS CASH FARES	MINNEAPOLIS Tickets &Trans	LOAD	TOTAL FARES CASH	TOTAL FARES Tickets &Trans	Transfers Issued	SPECIAL	TRIPS FROM	TRIPS TO
	O																				
	I																				
	O																				
	I																				
	O																				
	I																				
	O																				
	I																				
	O																				
	I																				
	O																				
	I																				
	O																				
TOTAL																					

I hereby certify that line, date, time, trips and runs as shown above are correct.

..... **Motorman No.** .....

RUN No. .....

WRITE REMARKS ON BACK.

I hereby certify that all information shown above is correct.

..... **Conductor No.** .....

Form 105

TWIN CITY LINES

LINE

CAR NO.

DATE 19

CONDUCTOR NO.

RELIEVED BY CONDUCTOR NO.

PUNCH MARK

TRANSFERS ISSUED SERIES		FARE BOX NO. CASH	FARE BOX NO. TOKENS	FARE BOX NO. CASH	FARE BOX NO. TOKENS
	ENDING				
	COMM.				
	FARES				
	VALUE	$	$	$	$
	TOKEN VALUE	$	+ TOKEN	$	+ TOKEN
	TOTAL	$	+ TOKEN	$	+ TOKEN

RECEIVED

CLERK

TRFS. ISSUED	FARE BOX READINGS CASH	FARE BOX READINGS TOKENS	TICKETS AND TRANSFERS		TRIPS	TIME CARD TIME M	ACTUAL TIME M	TRIPS FROM	TRIPS TO

I hereby certify that line, date, time, trips and runs as shown above are correct.

Motorman No.

RUN NO.

I hereby certify that all information shown above is correct.

Conductor No.

WRITE REMARKS ON BACK

Form 417

TWIN CITY LINES

_____ LINE

BUS / CAR NO. _____

DATE _____ 19__

CONDUCTOR NO.

RELIEVED BY CONDUCTOR NO.

PUNCH MARK

TRANSFERS ISSUED SERIES _____		FARE BOX NO. CASH	FARE BOX NO. TOKENS	FARE BOX NO. CASH	FARE BOX NO. TOKENS
	ENDING				
	COMM.				
	FARES				
	VALUE	$	$	$	$
	TOKEN VALUE	$	+ TOKEN	$	+ TOKEN
	TOTAL	$	+ TOKEN	$	+ TOKEN

RECEIVED _____

CLERK

TRFS. ISSUED	FARE BOX READINGS CASH	FARE BOX READINGS TOKENS	TCKS. AND TRFS.	TRIPS	TIME CARD TIME M	ACTUAL TIME M	TRIPS FROM	TRIPS TO	TRFS. ISSUED	FARE BOX READINGS CASH	FARE BOX READINGS TOKENS	TCKS. AND TRFS.	TRIPS	TIME CARD TIME M	ACTUAL TIME M	TRIPS FROM	TRIPS TO

I hereby certify that line, date, time, trips and runs as shown above are correct.

Driver / Motorman } No. _____

RUN NO.

I hereby certify that all information shown above is correct.

Conductor No. _____

Form 130 50M 10-45 TCL

TWIN CITY LINES

COMO-HARRIET-HOPKINS LINE

DATE _____ 19 ___ CAR NO. _____

CONDUCTOR NO.

RELIEVED BY CONDUCTOR NO.

PUNCH MARK

TRANSFERS ISSUED SERIES ____		FARE BOX NO. CASH	FARE BOX NO. TOKENS	FARE BOX NO. CASH	FARE BOX NO. TOKENS	OVERHEAD REGISTER CASH	OVERHEAD REGISTER TICKETS & TRFS.
	ENDING						
	COMM.						
	FARES						
	VALUE	$	$	$	$		
	TOKEN VALUE	$	$ + TOKEN	$	$ + TOKEN	RECEIVED	
	TOTAL	$	+ TOKEN	$	+ TOKEN		CLERK

FARE BOX READING AND TIME AT ST. PAUL CITY LIMITS

CASH			TOKENS		TIME CARD TIME M	ACTUAL TIME M	TICKETS AND TRANSFERS MPLS.	TICKETS AND TRANSFERS ST. PAUL	SUBURBAN DIVISION 1 FREE FARES	SUBURBAN DIVISION 1 CASH FARES	SUBURBAN DIVISION 1 TOKENS	SUBURBAN DIVISION 1 TICKETS	SUBURBAN DIVISION 2 FREE FARES	SUBURBAN DIVISION 2 CASH FARES	SUBURBAN DIVISION 2 TOKENS	SUBURBAN DIVISION 2 TICKETS	TRANSFERS ISSUED	TERMINAL TIME TIME CARD TIME M	TERMINAL TIME TERMINAL TIME M	TRIPS FROM	TRIPS TO

I hereby certify that line, date, time, trips and runs as shown above are correct.

_____ Motorman No. _____

RUN NO.

I hereby certify that all information shown above is correct.

_____ Conductor No. _____

NOTE: When trips are made entirely within either city, the fare box reading at the terminal nearest Minneapolis-St. Paul city limits must be shown.

WRITE REMARKS ON BACK

A NEW TIE THAT BINDS
Minneapolis Tribune (1867-1908); Aug 1, 1891;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

A NEW TIE THAT BINDS.

One More Link in the Chain Which Is Making the Two Cities Practically One.

The Gulf of Slow Mail Service to Be Bridged by the Interurban Electric Plan.

The Details of the Novel Scheme Described and Pictured—It Marks an Epoch.

This the Day Set for Starting the Service, but It's Postponed a Day or Two.

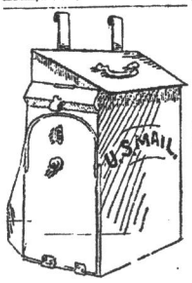
Another link in the chain that binds Minneapolis and St. Paul in virtual if not actual union is the interurban mail service via the electric street car line.

For years the delays in the transmission of mails between these two cities have been rivalled only by those of the law. Communication between either city and Chicago has been much more prompt than between the two cities whose business centers are only 10 miles apart.

This interurban electric mail scheme is also interesting and epoch making in that it is the first time that Uncle Sam has utilized street cars in the transmission of mail.

The service was advertised to start up Aug. 1, today, and preparations to that end have been in progress for some time. It is now announced that a start cannot be made till some day next week. Anticipating the interest taken in the matter by the public, the TRIBUNE presents on schedule time this morning a full description of the first electric street car mail service as it will be when it does materialize.

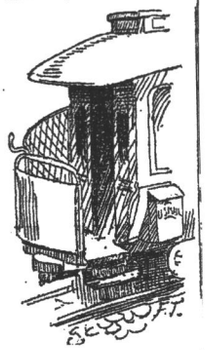
The boxes are now being prepared and fastened to the cars at the street railway company's power house. They are light and simple affairs, made of heavy zinc and



are about a foot and a half high by a foot wide. They do not differ so much from the ordinary mail boxes that their use cannot be readily recognized.

They are painted a bright yellow to correspond with the decoration of the car, and bear only the inscription "U. S. Mail," painted on the outward side. The slot for the letters is cut simply through the iron and has a hinged cover opening upward. Inside is the letter pocket or drawer, which opens on the hinges below, and is simply drawn out to get at the contents. Two hooks projecting above the box provide for its fastening on the car, while the bottom is so fashioned as to rest securely on the triangular bevel which follows the length of the car. The back of the box fits tightly to the convex panel, and altogether it looks as if it had grown with the car. A brass handle on top provides for its carriage to and from the car.

The boxes will be placed on the closed motor cars, and will occupy a convenient position on the right side of the car near the



rear end, so that any one may easily mail a letter from the platform or in getting on or off the car.

Under the present system of interurban mail service 13 mails are daily received and 13 sent out by each city. The new service will give 16 interurban mails daily between the hours of 7:20 in the morning and 4:20 in the afternoon. At 7:20 a. m. the first interurban mail car will start from each city and one will go every half hour thereafter until 4:20 p. m. Before or after these hours letters must go by the old route through the postoffice and by way of the mail trains. The new service will accommodate letters only, no papers being allowed to go by this route.

Anyone can put his letter in the mail box on the electric car with the assurance that in less than an hour it will be in the other city and shortly after at the address. It is not expected that anyone will stop the car to mail a letter, but the mailing can easily be accomplished during the many stops throughout the business parts of the cities.

At points nearest the postoffices in the two cities the mail will be taken from the boxes every trip and given to the carrier. Under the old system the interurban mails were carried at infrequent stated intervals, with the delays of getting the mails to and from the depot, but by the interurban service a letter is delivered direct at the postoffice, as it were by special messenger.

The new departure does not owe its origin to the ingenuity of any one man but seems to have been a natural outgrowth of the success of the interurban electric line. Ever since that line was established the scheme has been under discussion by the postoffice authorities in both cities and Capt. Perkins, superintendent of mail service for the division, presented the matter before the Washington officials recommending that the experiment be tried. The department acquiesced, the street railway company was pressed into service and as a result St. Paul and Minneapolis will have interurban mails every half hour.

8-2-1891

THE INTERURBAN MAILS.

Postmaster Hale Gives an Official Announcement—Will Start Tomorrow.

Yesterday's TRIBUNE gave a very complete description of the new interurban mail service via the electric cars. Last evening Postmaster Hale had perfected all arrangements for starting up the service tomorrow morning, and gave out an official announcement of the details as follows:

"The final arrangements for starting the interurban mail service between Minneapolis and St. Paul were made by Supt. Perkins yesterday, and on Monday morning at 8 o'clock the first mail car will be dispatched for St. Paul, arriving there at 9 o'clock. On Tuesday morning and thereafter the first mail car will start at 7:20 a. m. and run every half hour till 4:40 p. m. A United States flag will be attached to the mail cars distinguish them.

"A messenger will be stationed at First avenue and Washington, who will unlock the boxes on the arrival of the car, take from it the mail, sending it immediately to the postoffice for delivery. He will then, after the mail car has gone around the loop, place within the box all mail for St. Paul. In the same manner it is intended that citizens shall deposit their mail for St. Paul both in the city and at any point along the line. Herein is one of the advantages gained over the old method, the necessary time required to postmark and distribute at the mailing postoffice is saved. Add to that the time heretofore required under the old method to haul the mail to and from the depot and you have the net saving of time by the new scheme.

U. S. MAIL SERVICE

Mail service began august 1, 1891, when twelve cars on the INTERURBAN LINE were equipped with mail boxes similar to the original small U. S. Mail street-corner boxes. Made of sheet iron they were fastened to the right-hand front side of the cars convenient to passengers as well as persons who wanted to deposit mail without boarding the cars. Each car caried an American flag and was lettered on the side U. S. MAIL. Mail boxes were painted the same color as the streetcars. They were emptied at both ends of the line by postal agents. By 1894 all streetcars operating in Minnepolis and St.Paul were equipped with mail boxes.

The location of the mail boxes on the double-truck standard passenger cars was on the rear gate post. There is no indication as when this service was discontinued. A letter dated in January, 1924, proposed discontinuance of mail service on INTERURBAN line cars.

A correspondence index found in company records provided a list of mail contracts in effect during 1914 with the U. S. Railway Mail Service for carrying pouch mail on streetcars.
341001 Interurban, Merriam Park, Camden Place, Robbinsdale.
341005 Stillwater, including North St.Paul, Willernie and Bayport.
341008 Fort Snelling.
341010 South St.Paul, including South Park.
341011 Minnetonka, including Hopkins, Glen Lake, and Excelsior.
341012 Linden Hills.

Other contract references are Como (1921), Minneapolis to Oxboro (1922), and St.Louis Park (added 1924).

Mail service was still being provided in the late 1920's. A few routes survived into the 1930's and 1940's. Service to Hopkins continued until 1951.

TCRT MAIL ROUTES

From Post Office	To Post Office	Miles	Line	Start	End
St. Paul (5th & Wabasha)	Minneapolis	10.58	Interurban	1914	1933
St. Paul (Commercial Station, 4th & Wall)	St. Paul (4th & Market)	.59	Selby-Lake	1914	1919
St. Paul (4th & Market)	St. Anthony Hill Station (Selby & Dale)	2.12	Selby-Lake	1914	1919
St. Anthony Hill Station (Selby & Dale)	Merriam Park Station (Prior & St. Anthony)	2.59	Selby-Merriam Park	1914	1919
Highland Station (Broadway & Washington)	N 32nd & Penn	3.24	Penn	1914	1915
Highland Station	Camden Station (42nd & N. Lyndale)	2.28	N. Washington	1914	1920
Robbinsdale	N 32nd & Penn	2.11	Robbinsdale	1914	1915
Minneapolis	Linden Hills (43rd & Upton)	4.89	Como-Harriet	1914	1920
St. Paul (5th & Wabasha)	North St. Paul	8.03	Mahtomedi	1914	1935
North St. Paul	Stillwater	12.24	Stillwater	1914	1920
Minneapolis	Hopkins	10.0	Hopkins (9th & Excelsior)	1914	1951
Hopkins	Excelsior (2nd & Water)	8.65	Lake Minnetonka	1914	1919
Excelsior	Tonka Bay	2.94	Lake Minnetonka	1914	1919
St. Paul	Ft. Snelling	5.71	Ft. Snelling	1914	1925
St. Paul	South St. Paul	5.11	South St. Paul	1914	1918
St. Paul	South St. Paul	5.11	South St. Paul	1922	1923
Highland Station	Robbinsdale	4.03	Robbinsdale	1917	1918
St. Paul (5th & Wabasha)	Station. A, Como & Carter	6.12	Como-Harriet	1917	1918
St. Paul	South Park	4.35	South St. Paul	1919	1919
South Park	South St. Paul	.76	South St. Paul	1919	1920
South Park	South St. Paul	.76	South St. Paul	1924	1925
Minneapolis	Excelsior	18.7	Lake Minnetonka	1920	1932
St. Paul	Stillwater	20.2	Stillwater	1922	1932
St. Paul (Commercial Station, 315 Rosabel)	Merriam Park Station	4.71	Merriam Park	1920	1932
St. Paul	Como Ave Station (Como & Carter)	6.36	Como-Harriet	1920	1936
St. Paul (Commercial Station)	St. Anthony Hill Station	2.65	Dale-Phalen	1922	1923
Minneapolis	Glen Lake	13.1	Lake Minnetonka	1923	1932
Minneapolis, Traffic Station Station (7th St & 1st Ave. N)	St. Louis Park (Lake & Dakota)	6.0	St. Louis Park (3425 Dakota)	1925	1930
Minneapolis, (8th St & 1st Ave N)	Robbinsdale	7.98	Robbinsdale	1926	1936
Bayport	Stillwater	3.72	Bayport	1928	1932
Mahtomedi	Willernie	1.38	Mahtomedi	1930	1932
St. Paul	White Bear Lake	15.7	White Bear Lake	1930	1932
St. Paul	Mahtomedi	13.0	Mahtomedi	1933	1935
North St. Paul	Mahtomedi	5.4	Mahtomedi	1936	1938

9-11-1926

Utilities Association plans to continue this work the next college year with Edwin R. Summers, who has been appointed electric railway fellow and will receive the award of $500 offered by the Electric Railway Section of the Wisconsin Utilities Association.

100 Trains Are Moved Simultaneously by Long Island Each Morning

VERY effective advertising is being addressed by the Long Island Railroad "to those who commute" on that road. Especially interesting are some of the facts spread broadcast about the extent of the company's electrification program, particularly within the limits of the city of New York. Of this the company said:

All freight and passenger service located within the city limits must, according to state law, be operated by other than steam power by Jan. 1, 1931. This means that steam locomotives cannot be used to haul passenger and freight trains or for switching cars.

In order to carry out this requirement of the law the Long Island Railroad must spend about $13,000,000 on a program which has already been approved by the Public Service Commission. Not only main tracks but also yards, sidings, float bridge approaches and shops must be equipped for electrical operation.

Electric locomotives must also be provided to haul through passenger trains to Jamaica instead of Long Island City for interchange with steam locomotives. Later on arrangements must be made to keep steam locomotives out of Jamaica. Large capital expenditures must be made, too, for power house and substation equipment.

To relieve congestion at terminals and on trains during rush hours three things are recommended:

1. Adoption of the plan to establish a new terminal at Diagonal Street, in Long Island City. This project can be completed within twelve months from the time the city authorities give their sanction to proceed with the work.
2. Co-operation with the so-called stagger plan now being proposed by the Department of Health, city of New York.
3. Prompt extension of the city's proposed subway line to Jamaica.

About 1,200 passenger trains are moved over the Long Island Railroad every day. They carry between 275,000 and 400,000 passengers daily. At 8 a.m. approximately 100 trains are moving simultaneously.

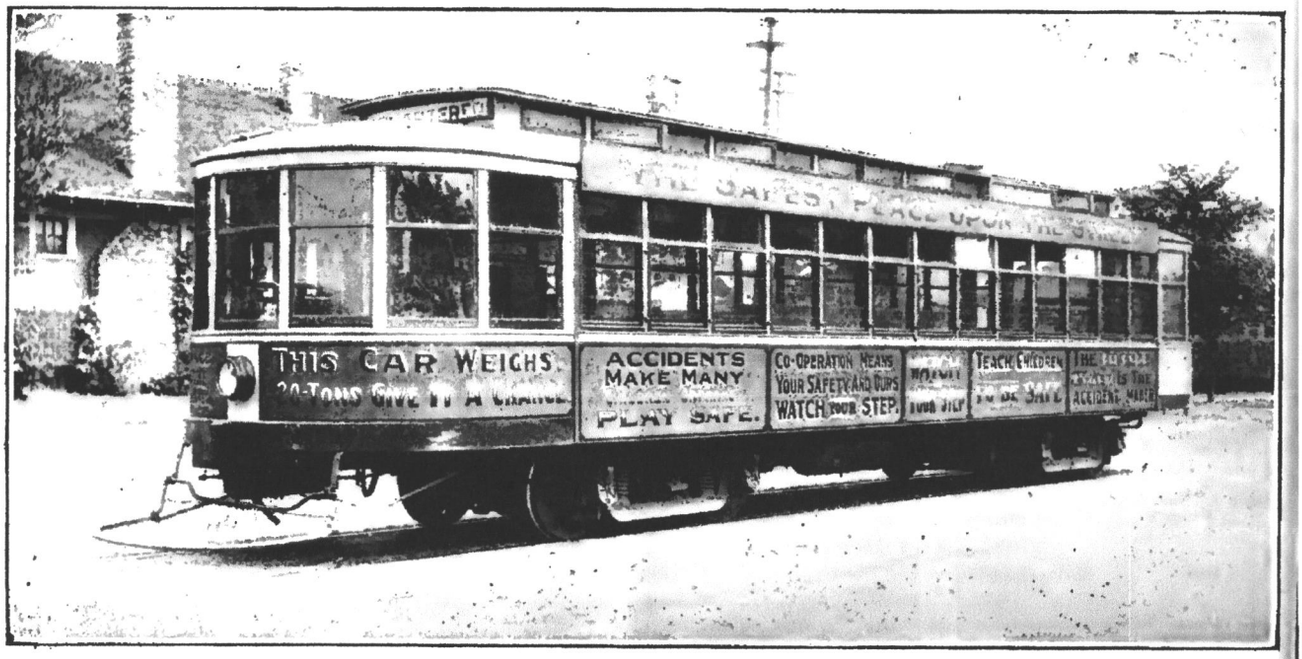
More Passengers in Milwaukee

COINCIDENT with the distribution of the regular quarterly dividend of $1.75 per share to the 11,126 customer owners of the Milwaukee Electric Railway & Light Company, Milwaukee, Wis., S. B. Way, president, announced that $8,541,000 of 6 per cent refunding first mortgage bonds had been called for redemption as of Sept. 1 and that they will be refunded with 5 per cent bonds. During the fore part of the year the capital structure of the company was materially strengthened through the retirement of a part of its funded debt. Bonds now constitute 55 per cent of the total capitalization.

In a statement which accompanied dividend checks Mr. Way declared that the company experienced a striking growth in business by its electric railway and electrical departments. For the first six months of this year the number of railway and bus passengers jumped to 106,706,000, against 102,498,000 carried for the first part of 1925, a gain of about 4 per cent. This increase in traffic is attributed to the difficulty which motorists are experiencing in parking their cars in the restricted business district and to the introduction of increased service through the use of additional one-man cars.

Teaching Safety Lessons in Minnesota

PUBLIC attention was arrested in St. Paul, Minn., recently by a street car of the Twin City Rapid Transit Company which was thoroughly bedecked with safety slogans to induce closer observation of Safety Week in that city. Among the labels on the cars were such ominous warnings as: "Accidents Make Many Orphans," "Co-operation Means Your Safety and Ours —Watch Your Step," "This Car Weighs 20 Tons—Give It a Chance," and others. As a selling appeal for street car transportation the care bore along the edge of the roof at each side the slogan, "The Safest Place Upon the Street." The car was operated over all of the lines in St. Paul and caused much discussion on the part of the public.



The St. Paul Safety Car Carries Its Own Messages

INTER-CAMPUS LINE

11-4-1914: opened with 1321-22,24-27.
1-1-1916: 1327-28,31-34.
1914-1919: six cars from the 1321-34 group.
Apr 1919: 1079-84. (Marker brackets?)
Sep 1920: 1080-84.
5-30-1923: 1189-94. (Marker brackets?)
10-9-1925: 1185-92 (Usually GE 216 motors; sometimes GE 70.)
1-3-1927: 1153,54,58,61 used on Lake Minnetonka Div. and Inter-Campus.
12-31-1928: 1185-92; also used on St. Louis Park line.
About 1930: mostly slow Lake Minnetonka Div. cars.
8-11-1932: 1146-49 became the regular cars with 1160 and 1265 as spares. 1160 and 1265 were removed from service in 1935.
Oct 1941: 1345-48 became the regular cars when 1146-49 were scrapped.
WWII: 1329,30 added.
1947-1953: 1266-69 were the regular cars. 1948: 1330 damaged in accident on the I-C line and scrapped in Apr.
Apr 1948: 1266-69, 1329. 1345-48 as needed.
Dec 1949: 1329 transferred to Lake St. 1270-71 added on I-C line.
Early Winter 1951: 1266-71.
Late 1953: 1301-04 regular cars; remaining FE cars as spares.
1954: 1300-04 and 1269.

LAST FE/GATE CAR OPERATION

Inter-Campus line, Friday 3-19-1954. Departed Main Campus 5:50 p.m., departed Farm Campus 6:10 p.m., Pull-in to East Side Station 6:33 p.m.

EAST SIDE STATION CAR FIRE

Saturday 3-20-1954 about 3 p.m.: 1321, last car on track 20 caught fire. Interior was entirely gutted; fire spread at the roof line. Cause was uncertain (heaters left on?/short circuit?). Damaged surrounding cars:

1315 next car on track 20: rear platform badly burned.
1269 on track 19: gate side badly scorched.
1312 on track 21: pole side badly scorched.

These four cars were scrapped during June and July.

JUNE 18, 1954

A luncheon publicity parade at noon June 18th, the last day of streetcar operation, used the best looking steel-plated cars (in numerical order): 1328, 1468, 1628, 1678, 1686, 1762, 1782 and 1819. Seats were changed around and tables installed on all except 1328 which had been added at the last minute. The parage of eight streetcars left East Side Station at 12:25 p.m. The route was: E. Hennepin Ave.-Hennepin Ave.-1st St. N.-1st Ave. N.-11th St. N.-Hennepin Ave.-Washington Ave.-University Ave.-Snelling Shops yard. The cars proceeded to the burning track. Damaged car 1296 stripped and dumped upside down had had its number painted out and changed to 1468, which was the lead car in the parade. 1296 alias 1468 was then burned in a symbolic ceremony when the party arrived there. The passengers then returned to East Side Station on the new buses.

(The body of real 1468 was sold to the Transportation Sales Company 7-19-1954.)

SIGHTSEEING

8-15-1892

CREATED TRAVEL IN MINNEAPOLIS.

A Practical Illustration of Induced Traffic.—Pleasure and Profit in the Lake Harriet Resort. One of the Five Thousand, and What's There.

WHEN Col. John H. Stevens built the first house in Minneapolis, over 40 years ago, it isn't at all probable that he located it with the least reference to Lake Harriet. That pretty sheet of water was a Sabbath day's journey from his original dwelling in those days, but now the city has grown out to the lake, and the lake has been made easily accessible for residents in all parts of the city, by electricity.

Ten or twelve years ago Lake Harriett was a place rarely resorted to. It was practically just as Dame Nature had left it then, and the visitors to the place were restricted principally to those who were well enough off to own or hire conveyances, or ambitious pedestrians, the utmost limit of whose ambition was the distance to the lake.

There is a contrast in the condition of affairs to-day. Given 23 minutes and 5 cents and there you are on the shore of one of the most beautiful of Minnesota's 5000 lakes. There are soft drinks there for you if you are thirsty, refreshments of a more solid nature if you are hungry, shady nooks and well-kept turf where you can lounge if you are inclined to be lazy, other attractions, including pretty girls to flirt with, if you are anxious to get rid of a bit of ennui, and a car waiting to take you back to the heart of the city any time you want to go.

Lake Harriet is situated between four or five miles from the transfer at the corner of Hennepin and Washington avenues, which is the center of the business part of the city. Ordinarily the resort is reached by the cars which run over the Hennepin Boulevard line. The distance between the transfer and the lake has been covered by a special train over this route in 14 minutes. The average time is from 23 to 25 minutes. Hennepin Boulevard was laid out and opened under the direction of the Park Board of the city, and special provision was made for the car tracks, which are laid in a parked and turfed strip down the center of the thoroughfare. This strip is slightly higher than the rest of the boulevard and is separated from a 40-foot drive at each side by a curbing of patent stone. On days when there is no special rush, trains run over this line every five minutes. Each train consists of one motor and one trailer, and these two are capable of carrying from 175 to 200 passengers. When there is a pleasant Sunday or holiday in the summer months this service is supplemented by trains running out over the First Avenue South and Nicollet avenue line, which is the original route to the lake, Hennepin Boulevard having been opened so recently as last autumn. This arrangement gives a train reaching and leaving the lake every minute. A loop at the farther end of the line enables trains to be reserved and placed on the return track with the greatest economy of time.

REAR VIEW OF THE GRAND STAND.

Early in the '80's a steam motor line skirted the shore of Lake Harriet on its way to Lake Minnetonka. The lack of accomodations at the former place however, favored the Minnetonka, eight or ten miles further on, and which was supplied with steamers, smaller crafts of all kinds, and other attractions. Upon the introduction of the trains to Minnetonka by the railroads this steam motor line became unprofitable, and after several seasons of idleness it was rebuilt by the Minneapolis Street Railway

Company as an electric line as far as Lake Calhoun, about one mile inside of Lake Harriet. This was in the summer of 1890. The following season the work was completed as far as Lake Harriet and regular service was put on.

In 1885 the city recognized the value of the lake as part of the elegant park system maintained by the municipality and the land contiguous to the shore passed into the control of the Park Board. Since that time $80,000 has been expended in drives and ornamental features, and $6,000 is expended annually in keeping up the improvements.

A visitor getting off the car at the lake to-day sees a pretty picture. Across a concourse 300 feet in width, he sees the pavilion and beyond is the lake. To the right and left run the drives which girdle the three mile shore lines and which broaden out into the concourse before the pavilion. This structure, the successor to the one which was burned in May, 1891, stands in the edge of the water, the entire building resting upon piles. It was opened about the middle of the summer of '91, having been built by the street railway company at a cost of $15,000. There are two floors and a broad expanse of red roof of the rustic design which characterizes the entire work. The second floor projects slightly over the first, giving the effect of an awning. All exterior woodwork is covered with stained shingles and the interior is finished in Georgia pine. On the lower floor are a restaurant and cigar stand which fill all the space except a broad promenade at the four sides. The second floor is supplied with chairs in case some indoor gathering is on hand, but ordinarily these are stacked up in a small space and only a sufficient number to line the railings are made available. These floors are 159x75 feet over all, and both stories are open at the sides in pleasant weather, though there are glass partitions to be swung down in case of rain.

This pavilion is owned and operated by the street railway company, the city reserving the right to purchase it at any time, as the building is situated on park property. The refreshment and amusement privileges are under the direct management of H. M. Barnett, who buys them from the street railway company.

Mr. Barnett has a herd of 14 Shetland ponies, which are usually busy drawing little folks around a small circular track for a small consideration. This is the only special attraction of the resort proper for which there is any charge. Everything else (with the exception of the boating which is operated by the city) must be free, and any profits accruing to the lessee of the pavilion must be made from the sale of cigars and refreshments. There are other special attractions at the place, but they are usually in the form of musical specialties in connection with some band or orchestra. A unique provision for the musicians, and for their hearers as well, is a large floating band stand, anchored out in the lake, covered by a sun-bonnet-like sounding board, which seems to keep the music from losing itself over the water, and as a roof for the players.

FLOATING BAND STAND AND PAVILION BUILT BY MINNEAPOLIS STREET RAILWAY.

As previously hinted, the boats in the lake are owned and controlled by the city. There are 175 light row boats, accommodating from three to six persons each, and three sail boats, which are, above all things, safe. The city keeps a force of four men looking out for the boats throughout the week, and on busy days this force is increased to nine. The usual number of boats going out in a day is 125, but on Sundays and holidays the number often is as high as 1,000. A charge of 25 cents an hour is made for row boats, and even at this nominal rental the net proceeds from this source last year were $5,200.

Just outside the tract owned by the city, near the pavilion, is an inclosure fitted up with seats and a stage. It was built last season and was opened by an out-of-door performance of "As You Like It." The novelty proved

to be attractive, and ran several weeks with fair success. This year the place has been the scene of a very wild west show, and a steam merry-go-round is now holding forth there. All these affairs have been under the management of private parties, but have been encouraged in a manner by the street railway company as they induced people to patronize the cars.

Since the advent of rapid and cheap transportation to Lake Harriet, the resort has become of incalculably greater value to the people of the city. Every week during the season it is the breathing place of thousand, who would otherwise have to find their fresh air and leave their respective tired feelings within the necessarily limited boundaries of some of the city parks. Family parties go there every day of the week to take their suppers. There are stationary benches and tables to accommodate them in a grove near the pavilion, or if they prefer their luncheon more on the al fresco order, they can find good picnic grounds at any point on the lake shore, which is wooded all around.

The pavilion is rendered attractive in the evening by 30 arc lights, which, together with 45 other lights strung about the lake shore and in the woods, are on a circuit supplied by a dynamo at the Third Avenue north powerhouse of the street railway company.

The exodus to Lake Harriet on Sundays, or occasions like Memorial Day and the Fourth of July, is something tremendous. It has a noticeable effect on the city. Aside from street parades or other organized observances, holidays in Minneapolis are marked by less than half the noise which characterizes the corresponding occasions in other cities. It is because there is a place where all can afford to go and where all will be amused and kept out of mischief. Last Memorial Day the crowd at the Lake was variously estimated at from 25,000 to 30,000, and the season was not then considered opened. On the Fourth the electric lines carried out fully 30,000 people to Lake Harriet and 15,000 more to Lake Calhoun nearer the city on the same line. The cars were crowded, to be sure, for a large proportion of the crowd wanted to go out at the same time, but the rush had been anticipated, a one-minute service had been put on and the trains ran as regularly as if they had al been empty. Once at the lake the crowd had a large area to spread over and, although no special attractions were provided, the place could not have been more popular had there been elaborate preparations for entertaining the visitors.

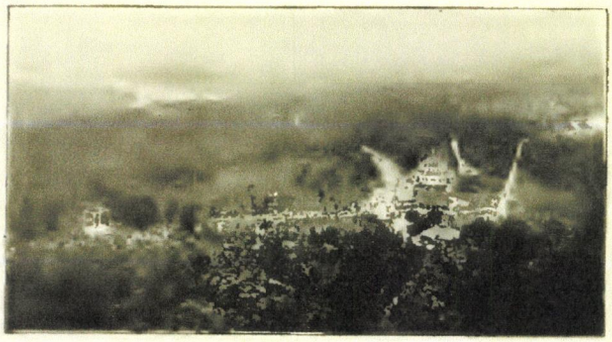
In operating the lines running to the lake the Minneapolis Street Railway Company is performing a positive benefaction. They are the safety valves of the city. There is a mercenary side to the matter, to be sure, but that does not affect in the least the real benefit which the masses receive by having such a place as Lake Harriet thrown open to them. The present division of responsibility between the city and the street railway company seems to be working satisfactorily and, barring the possibility of the former taking charge of band music, there is no prospect of any immediate change.

Since the above was written a somewhat peculiar condition of affairs has developed in regard to the attractions at the lake. In June, Vice-president C. G. Goodrich, of the street railway company, came before the Park Board and asked that that body would help the company to bear the expense of music for the season. The board demurred at giving $2,000, the amount asked, but finally agreed to give the company the proceeds from boat hire in excess of $5,200, provided that the sum was not to exceed $1,500. As the season was wet and cold at that time the company did not feel like assuming a responsibility which would occasion the expenditure of $6,000 to $8,000 before the season was over, when the aid promised by the board was based entirely upon an uncertainty. A contract had previously been made with the Currier-Thompson band, of Chicago, for the season, but this was cancelled, and since the last of June there has been no special attraction at the lake in the shape of music. The result has, by this time, become painfully apparent both in the way of decreased attendance at the resort and in a general tendency to criticize both the company and the park board, the latter coming in for a larger share of the blame.

Thomas Lowry, as president of the Twin City Rapid Transit Company, was recently criticized by the St. Paul Pioneer Press because he was not willing to sanction the immediate construction of an electric line to Como Park, the finest piece of park property in the St. Paul system. Mr. Lowry has urged all along that such a line would be unprofitable unless there were some special attraction at that place, and, to convince the St. Paul authorities of the wisdom of such a provision, he invited them to come to Minneapolis and look over the park system with special reference to the Lake Harriet pavilion. On Friday, July 22, this invitation was accepted by a party of 25 St. Paul aldermen, park commissioners and newspaper men, who came to the city on a special electric motor and were given a carriage drive through the prettier portions of the Minneapolis park system. The drive ended at Lake Harriet where the visitors ran upon a good sized Sunday school picnic and were exceedingly impressed with the convenience and orderliness of the pavillion. The result of the visit will probably be the erection of a pavilion at Como Park next season as the St. Paul people left with the avowed intention of seriously agitating the matter.

At Toledo, the Consolidated Company has been encouraging street car parties, as urged and outlined at various times in The Review, and to this end have had a number of signs printed bearing the legend, "Private." Numbers of clubs of young people have chartered cars to this purpose and ride around the belt to the music of guitars, mandolins and vox humana. Recently a party took two cars and spent a hot evening in the coolest place in the city. In the smaller towns, where the practice can be followed, it would be well for managers to begin to make it fashionable, and once started will rapidly develop increasing business.

high with a cupola 25x31 ft. The first floor has parlors, dining room, kitchen, etc.; on the second floor is a hall with stage, which will accommodate 500 guests. The cupola is used as an observatory, and from it is to be had one of the most beautiful views to be found anywhere. Mountain Park



VIEW OF MOUNTAIN PARK.

is free to passengers, the fare being 5 cents from Holyoke, and from here the round trip to the summit is 25 cents. At Mountain Park are a gravity railroad, merry-go-round, phonographs, photograph gallery, amusement stage, view towers, etc.; all of these were built by the company and are operated by it, only concessions to caterers being rented. Shows of various kinds have been given: minstrels, educated horses, Japanese troupes, vaudeville entertainments and concerts have proved to be the most attractive. One of the illustrations shows a view of the stage, zoo, pavilion, gravity railway, etc., and another is the summit of Mt. Tom in winter.

St. Paul, Minn.

The Twin City Rapid Transit Company, of Minneapolis and St. Paul, has had considerable experience with pleasure resorts and the amusement manager, George R. Folds, writes of the company's plans for the coming season and tells of past years. He says:

"For several seasons we have operated two pleasure resorts; one at Lake Harriet, in Minneapolis, and the other at Como Park, in St. Paul. The former place has a large pavilion, amphitheater and floating stage, which we erected on the edge of the lake on property belonging to our public park board. We have had a great many attractions at this place, including such novelties as Gilmore's Band, South Sea Islanders, all kinds of vaudeville artists, comic opera, etc. We have tried free entertainments and at other times have charged admission. Last season we presented 10 weeks of comic opera for which we charged admission of 10, 15 and 25 cents. This, I think, was quite successful; but we have decided to present no attractions at this park this year but will concentrate our efforts at Como Park, St. Paul.

"Como Park lies between the Twin Cities, or nearly so, and it is the purpose of this company to have a new interurban line constructed before July 1, which will pass directly through the grounds so that each city will be a feeder for it. At present, we plan to give free band concerts every evening and probably every afternoon during the summer. We may use local bands part of the time and quite likely shall engage some large foreign band for a period. We are also now considering introducing certain soloists and presenting other novel features to create interest in our program. No admission to the park is charged.

"Como Park is controlled by the St. Paul Park Board and has a good many acres of ground which are kept in very fine shape. It has a large, irregularly shaped lake, upon the shores of which we now have a pavilion to which we are now building a large open air amphitheater. Minnehaha Falls is now in control of the Park Board of this city and several refreshment pavilions are now maintained just outside the park grounds. We have, occasionally, furnished some entertainment there to attract the public, but we find it a very popular resort without spending much energy to make it so.

"In St. Paul, we connect with a suburban electric road which runs out to White Bear Lake, where many picnics go. The company operating this suburban road has quite a park at the lake where it has built a roller coaster, bath houses, a pavilion and a dancing hall, and where it has also laid out athletic fields and made many other attractive improvements. This suburban company advertises and operates this park itself and we get a revenue from all its passengers. I might also add that in both cities we are fortunate in having the base ball parks situated on our lines and some distance from town."

Urbana, Ill.

How to provide meritorious theatrical attractions at a reasonable price is a problem which managers have in some instances endeavored to solve by forming amusement circuits, whereby better terms could be made with the "teams." B. F. Harris, Jr., president and geenral manager of the Urbana & Champaign Railway, Gas & Electric Company, is trying to form such a circuit in Illinois and writes us as follows: "A few days since I addressed a letter to about 10 of the roads in the central part of the state suggesting that we get up a little theatrical circuit and employ a theatrical agent in Chicago to get small vaudeville companies for us, so that by giving each company 10 weeks engagement and having the stand one week in each street railway town, we would be relieved of the trouble of getting companies and they would be much cheaper than for single week's engagements. Our idea is to advertise free shows at our amusement park and make the rear half of our theater seats free and reserve the front half for sale at 10 cents each."

Zanesville, O.

All parks have not been successful; General Manager Westcott, of the Zanesville Railway & Electric Company, writes us that it has abandoned the "Gant Park Theater" for this season. The company is now in the hands of Will Christy, receiver.

Ashland, Ky.

The pleasure resort of the Ashland & Catlettsburg Street Railway Company, Ashland, Ky., is attractive in both summer and winter, being very popular as a skating resort in winter. The park is known as Clyffeside and admission is free to passengers on the street railway only, 10 cents being

THE AMUSEMENT RESORTS OF THE TWIN CITIES—MINNEAPOLIS AND ST. PAUL

BY A. W. WARNOCK
General Passenger Agent, Twin City Rapid Transit Company

The Twin Cities of Minnesota, with a population of about half a million, are not only wonderful cities from a commercial standpoint, but nature has been so generous with her gifts to them as really to entitle them to the name of "The Park Cities of the Northwest."

Minneapolis, "the Flour City," has a cluster of glistening lakes within its limits, and St. Paul, "the City of Seven Hills," is enthroned on the high, rocky cliffs of the deep-gorged Mississippi, which binds the two with its ever-flowing waters. And in and around them there is a great land of Out-of-Doors, of fertile plains, busy villages, rugged ridges, cool forest, sparkling streams and falls, shimmering lakes, pretty country homes, broad farms and spots where Nature is seen in her virginal wildness, all forming scenery of unsurpassed beauty. Such, briefly, is the inadequate description of two cities which appeal to every visitor, whether on business or pleasure bent.

The Twin City Rapid Transit Company operates over 354 miles of high-class up-to-date track in and around Minneapolis, St. Paul and Stillwater, and reaches every lake resort, park and point of interest about the Twin Cities. It has been largely instrumental in building up the parks into the beautiful spots they are to-day. Perhaps a word or two about the different Twin City parks may be interesting to the readers of the Street Railway Journal.

Copyright by Sweet, Minneapolis. THE JAPANESE GARDEN AT COMO PARK, ST. PAUL

ST. PAUL PARKS

Undoubtedly Como Park is the most beautiful city park in the Twin Cities. It embraces 400 acres and is the largest park in the Northwest. In the restful rural loveliness of its natural landscape, with its hills and dales, groves and meadows, and its shining lake nestling in the encircling arms of its tree-clad hills, it has few peers among the parks of America. Here will be found pretty fountains, grassy lawns and flower beds; a curiosity in the shape of a lily pond and a Japanese garden, containing dwarfed trees over 300 years old, as well as rare Japanese plants and shrubs. A large, handsome concrete pavilion affords many entertainment features and band concerts. Como Lake offers delightful boating as well as drives around its winding shores. Como Park is reached from the heart of St. Paul in about twenty minutes, fare 5 cents, and thousands and thousands of St. Paul people, young and old, journey to it every day during the summer season. It is also well patronized by Minneapolis people.

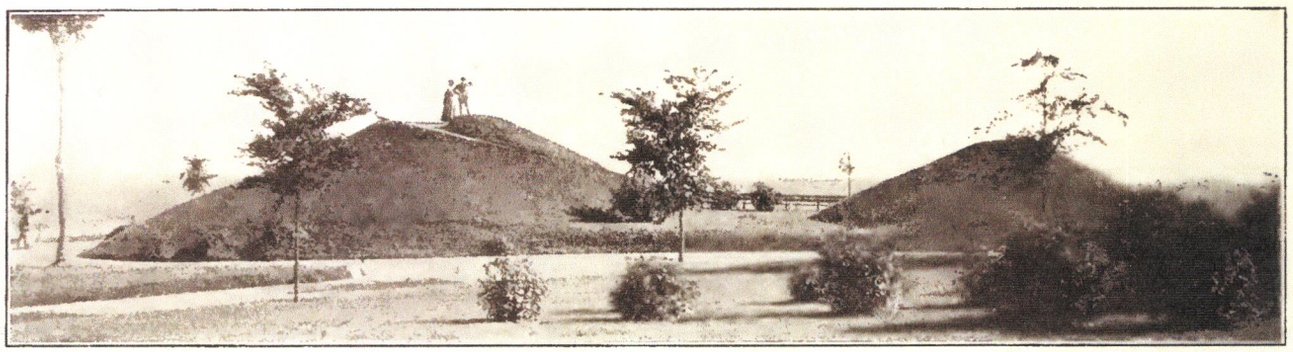
ST. PAUL'S INDIAN MOUNDS

Occupying 135 acres on the margin and slopes of the lofty bluff at the apex of the elbow of the Mississippi River, the Indian Mounds command far-reaching prospects of the hill-bound valleys of the Mississippi and Minnesota Rivers which are hardly equaled in America in their extent and magnificence. It is without doubt the "Prospect Park" of America. The edge of the bluff, which takes in this wide sweep of view and makes it a portion of the park itself, is crowned with five superb cone-shaped Indian mounds. The Indians visited the mounds every spring, conveying thence

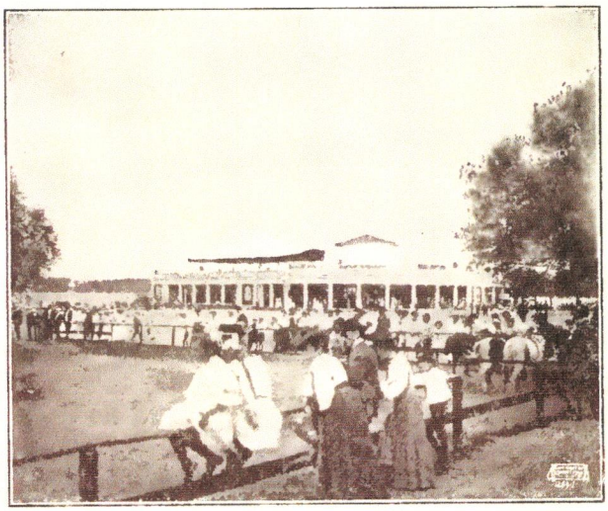
their dead chieftains to inter them in the mounds. At the same time they held their annual grand councils. No attractions of any kind are provided at Indian Mounds except a pavilion for refreshments, but as the fare is only 5 cents from St. Paul, it is a great resort to attract residents as well as strangers. The interesting State Fish Hatchery is adjacent to these mounds.

PHALEN PARK AND LAKE

Directly north of Indian Mounds, in another part of St. Paul, is Phalen Park and Lake. Phalen Park is distinctly an aquatic park, although it might also be called a forest park, for the primeval woods which clothe its western border form one of the most characteristic features and are inviting for picnic parties. There is music and entertainment in the pavilion as well as a collection of Midway entertainments on the island, and the phrase, "Meet me on the Island," has come to mean "Meet me for a good time." The fare to Phalen Park from St. Paul is 5 cents.



INDIAN MOUNDS AT ST. PAUL



THE PAVILION AT LAKE HARRIET

BEAUTIFUL WILDWOOD ON WHITE BEAR LAKE

The trip from St. Paul to beautiful Wildwood, on White Bear Lake, is a charming one. The fare to Wildwood, each way, is 15 cents; time, forty minutes; distance, 15 miles. The trolley trip is through rural scenes whose beauty is the constant wonder of the thousands who travel this highway. You get fine distant views of the Twin Cities as the car rolls along over the broad, panoramic country. The line runs through North St. Paul and past Silver Lake, with pretty farms and ever-changing, verdant pictures on all sides, and then into Wildwood the Beautiful on the shore of White Bear Lake, where one may find rest, comfort, coolness, and kindred delights of the good, old, care-free summer time. Wildwood is on the south shore of White Bear Lake, and is, as its name signifies, a gem set in the wild wood. It is one of the loveliest spots in the Northwest, and combines all the features of a park, lake and summer resort. offering everything in the way of entertainment to make you forget your troubles. There are fine facilities for bathing, boating, dancing, and last year it had a "Tour of the World" as well as a "Fire Show." Fireworks, band concerts and other special entertainments are liberally provided, and it is the Mecca for many picnics and excursions from St. Paul as well as Stillwater, which is 8 miles beyond.

THE PARKS OF MINNEAPOLIS

The city parks of Minneapolis in point of importance are Big Island Park, in Lake Minnetonka; Minnehaha Falls Park and Lake Harriet.

MINNEHAHA FALLS AT MINNEAPOLIS

BIG ISLAND PARK ON LAKE MINNETONKA

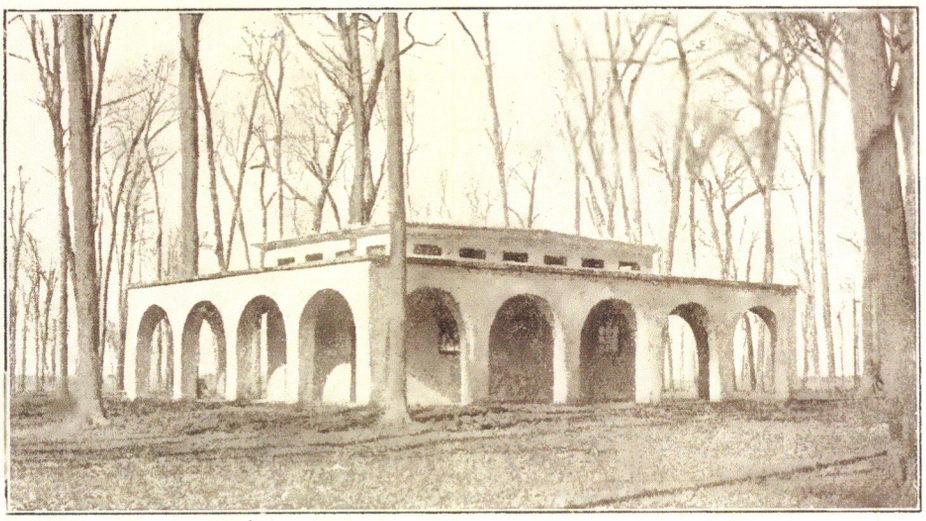
While Big Island Park was opened for two weeks during the season of 1906 and high-class band concerts offered, it was principally as an introductory bow to the public, as the park will not be finished and formally opened until Decoration Day, 1907. When it is completed it will be the most beautiful and up-to-date amusement resort in all America. This is superlative praise, but the facts warrant the statement.

In 1905 the Twin City Rapid Transit Company's lines

were extended from Lake Harriet to Excelsior a distance of 14 miles, through a meadow, lake and hill country. This line was built as good as money and brains could make it. Double tracks of 80-lb. rails are laid on a perfectly graded and ballasted, straight, private right of way, enabling the 300-hp in motors per car to clip off the distance with ease at a mile-a-minute rate. The line ends at Excelsior, on Lake Minnetonka, one of the finest lakes in the Northwest, and which has a shore line of something like 300 miles in extent, lined with handsome homes, pretty bays, inlets and islands, all forming a scene of surpassing beauty. Through cars from the heart of Minneapolis make the run of 18 miles to Excelsior in forty-five minutes, passing Lakes Calhoun and Harriet as well as any number of lakes and ponds between Lake Harriet and Excelsior. A second "Cottage Line" branches off from Hopkins to Deephaven, another point on the lake.

Passengers from Minneapolis on electric cars on arriving at Excelsior disembark at a most attractive dock station, which not only includes a pleasant lunch room and resting gallery, but combines all the good features of a first-class waiting station. These docks are the center of life in Excelsior, and accommodate the Twin City fleet of twelve up-to-date steamboats.

The three large double-end, double-deck ferries, Minneapolis, St. Paul and Minnetonka, will be ready for service in the spring, with a carrying capacity each of 1000 passengers. The large excursion steamers Excelsior, Puritan and Plymouth will offer round-trip tours on the lake at an unusually low rate over anything that has been quoted before, and will accommodate over 1300 passengers. The six fast Twin City Express boats, Como, Harriet, Hopkins, Minnehaha, Stillwater and White Bear will perform an express service between Excelsior and all principal cottage resorts on the lake. The capacity of the entire fleet will aggregate over 5000 passengers, and by a system of unusually low fares the Twin City expects to make steamboat riding on Lake Minnetonka an unusually attractive proposition next summer. You can travel between any two points on any one express boat for 10 cents, and the round trip from Excelsior to Big Island Park and return, including admission to the park, is 10 cents. The rate from any point in Minneapolis by transfer to Big Island Park, including a 2-mile steamboat trip and admission to the park, is 25 cents each way, a distance of 20 to 26 miles.



PICNIC KITCHEN, BIG ISLAND PARK (LEFT OF WATER TOWER)

Boarding the ferries and making a delightful 2-mile trip over to Big Island Park, people will be amazed to see what money and genius have accomplished in the matter of transforming what was once a dense wooded island into one of the finest resorts in all America, if not in the world.

STROLLING IN THE WOODS OF BIG ISLAND PARK

Big Island Park comprises approximately 65 acres, and under the magic wand of one of the best landscape artists will resemble a bit of fairyland. Delightfully situated in the center of a splendid inland lake, with an abundance of great trees, grass and inviting nooks, it will offer an ideal place for the tourist or "stay-at-home" to enjoy a few idle

hours, or a family picnic, which is always part of the summer season.

On landing at Big Island Park, visitors will find themselves at the beginning of "the long walk," laid out with flower beds, and leading directly to the electric water tower, from which the supply of water is furnished to the island. This tower is 200 ft. high, built of steel and covered with white cement. It will be studded with many electric lights, presenting a dazzling appearance by day as well as by night. Describing a circle from the dock to the water tower will be a peristyle composed of arches of concrete and tile, all in white and studded with electric lights. At the water tower will be a shelter house from which a fine view of the lake can be had.

Near by will be grouped the amusement features, consisting of an unusually fine coaster railway, enchanted river, penny theater, the merry maze and a number of other clean and inexpensive entertainments, which will delight the old as well as the young. Located conveniently on the trail around the island are also two absolutely fireproof dormitories, one for women and one for men, in which the help on the island will be housed. These dormitories are of the very best and latest construction.

There will also be four picnic kitchens, which will be provided with ranges, and the fires will be maintained by the company at its own expense for picnic purposes, where parties can make coffee and warm their lunches. These kitchens are real architectural triumphs in their way, being modeled after the old Spanish Missions, the same as all the other architecture on the island. By the amusement features will be a pavilion in which lunches and refreshments can be obtained at reasonable rates. Excellent toilet rooms will be located here and there on the island, fitted with the best plumbing.

But there will be two attractions which will appeal probably more thoroughly to the public, one of which is an excellent aquarium and aviary in which will be housed a collection of foreign and domestic fowls and fish, the only collection of the kind ever gathered in the Northwest. Most of the birds have just been purchased in Europe. They were selected by an expert bird fancier.

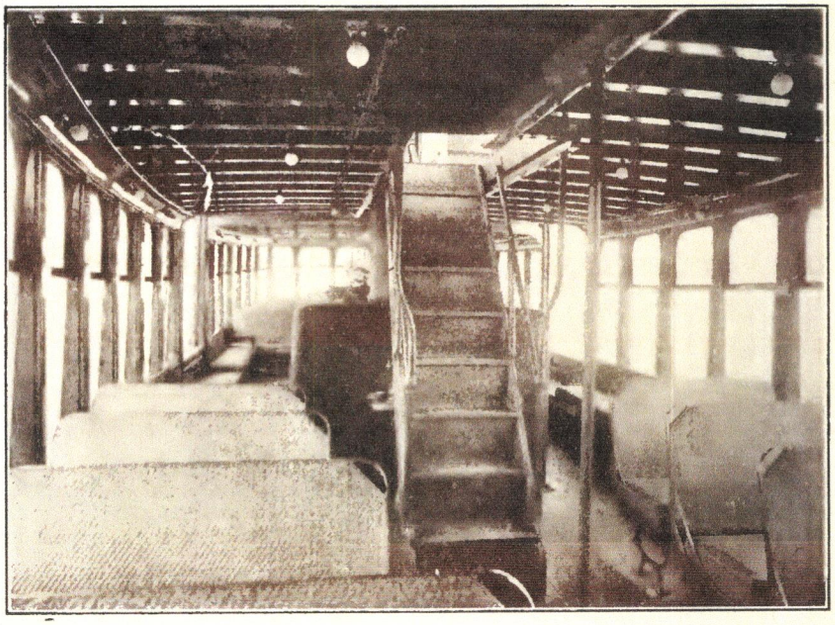
Near the aviary will be a music casino, built on the highest point of the island overlooking the lake. This casino will be built entirely of steel, concrete and glass, and will contain a splendid rostrum on which a band of sixty pieces may perform comfortably. The Twin City company has arranged for the appearance between June 16 and Sept. 1 of some of the best musical organizations playing in the United States. The auditorium will include a number of private boxes as well as 1500 opera chairs. With a system of curtains the auditorium can be closed up tightly in inclement weather and in fine weather the entire casino opened to the breezes of summer.

A novel feature of the island will be a Dancing Marquee. This will be located next to the casino and will afford a delightful place for those who wish to trip the "light fantastic toe." When it is considered that the music for the lively two-steps and waltzes will be furnished by the famous organizations playing in the casino, it can well be said that those who love dancing will have such inspiration as has never been offered before in the Northwest.

The Twin City company will make Big Island Park as accessible to St. Paul as to Minneapolis, showing in this way that Big Island Park is strictly a Twin City proposition intended for the enjoyment of St. Paul people as well as those of the nearer city of Minneapolis.

During 1906, the first summer of the Twin City Service on Minnetonka, there were any number of private and public excursions and picnic parties that journeyed to the lake by electric cars and enjoyed the steamboat service. Heretofore the rates on Lake Minnetonka were almost prohibitive, the round trip of the lake being 50 cents, whereas the Twin City company has cut the rate to 25 cents.

Experts who have traveled the world over concede that the Twin City company has the most wonderful proposition they have ever seen. It is not the intention to make Big Island Park a noisy Coney Island, but a delightful place for those who love beautiful trees and coolness, yet with enough entertainment given them to help while away the summer days. Everything connected with Big Island Park will be operated on the highest plane possible.



MAIN DECK OF EXPRESS BOAT, LOOKING AFT

MINNEHAHA FALLS AND PARK

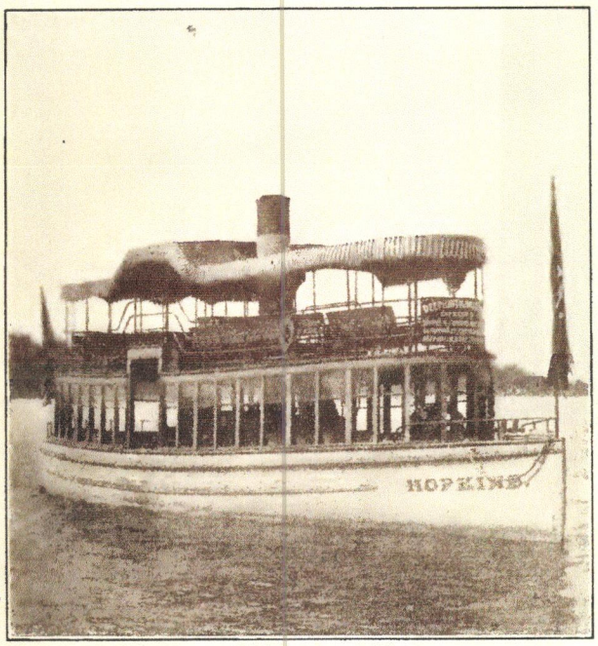
Minnehaha Falls, immortalized by Longfellow, is truly a gem that is unapproached. No cascade has ever been so celebrated in American poetry, and none claims a surer charm for the visitor. The falls are about 40 ft. high, and the whole region about them has been made accessible by rustic paths and bridges. The falls are maintained in their original beauty in the heart of the largest park of Minneapolis, consisting of over 100 acres of hill and dale. Below the pretty falls, which "laugh and leap into the valley," the creek flows through a deep glen for half a mile to the Mississippi. At Minnehaha Falls is the old Stevens house, the first erected on the west side of Minneapolis, in 1850. On the other side of the glen is the pavilion and a good collection of wild animals, always interesting to young and old. Flowers, foliage, shrubs and velvety lawns make Minnehaha Park most beautiful and at-

tractive. The trip from Minneapolis to Fort Snelling and Minnehaha Falls is a pleasant one and the rate of fare is 5 cents. Minnehaha Falls is generally made the stopping off point for visitors en route to Fort Snelling, which is 3 miles below and reached by electric cars.

Fort Snelling is beautifully located at the junction of the Mississippi and Minnesota Rivers, and while there is no through line from St. Paul to Minneapolis at the present time via Fort Snelling, the line from Minneapolis ends at Fort Snelling on one side of the river and the line from St. Paul ends on the other side of the river, so that there is only a short distance to walk between the two lines, practically offering a fourth interurban line between St. Paul and Minneapolis.

LAKE HARRIET

Lake Harriet is on the main Minnetonka line between Minneapolis and Excelsior and Deephaven, and is a most picturesque resort, offering plenty of entertainment, boating



EXPRESS BOAT "HOPKINS" FOR TWIN CITY PARK SERVICE

bathing, electric launch trips and band concerts. There are many places in the woods in which to enjoy a picnic or a few lazy, pleasant hours, and the beautiful parkways and terraced drives around the lake show a constantly changing picture of life. It is one of the best scenic gems of which any city may boast.

GENERAL PLANS FOR DEVELOPING BUSINESS

It can thus be seen that the "Twin City Lines" have an unusual opportunity in the way of resorts for patrons, and the general policy followed is to bring business from the logical centers. That is to say, there is a certain class of business in St. Paul that wishes to be moved only to St. Paul local parks, Como, Indian Mounds and Phalen. There is another class of business that prefers another trip from St. Paul, and Wildwood is their ultimate destination. In Minneapolis, there is a certain class of business that naturally gravitates to Lake Harriet, and every day there is a constant stream of travel to Minnehaha Falls, which is probably the most popular resort in the Twin Cities. The advertising, if the term may be used, given it by the late Mr. Longfellow, certainly makes it the one place visitors to the Twin Cities want to see first of all.

Big Island Park, of course, is a brand new proposition, and at this time I am unable to make a prophecy for it other than one of success. It has all the elements, but of course, as the rate of fare is somewhat higher than to the city parks, it will be a matter of persistent advertising and education to bring the volume of business to it.

We will maintain a handsome city ticket office in Minneapolis, from which our Minnetonka cars depart, and which will also be an information bureau where passengers can secure folders, time tables and other information.

In the matter of publications this year, we will issue two very elaborate folders. A new edition of "Twin City Trolley Trips," a 48-page folder, printed on the finest kind of paper, containing a color map in the center, of our entire system and replate with handsome engravings of scenes along our lines will be one. Last fall we had all the principal points of interest on our entire system photographed, and we have now a collection of 200 of most beautiful electric car pictures. My theory has been that an electric car view should contain either a piece of track or a car somewhere in the picture. Suppose we have a picture of a pretty lake, and put in small print under it "Silver Lake on the Twin City Lines." The general idea is that the lake may be on the line or it may be some distance from the line, but my theory has been that if you can show at a glance that this lake can be seen from the car window it makes it doubly attractive. Accordingly, every one of our pictures has cars or bits of track in some parts of its makeup.

Our Twin City Trolley Trips folders educate people to travel over our entire system, and by means of little charts we believe we are developing the trolley instinct in residents as well as strangers. Last year we distributed vast quantities of these folders, a great many being mailed to all parts of the United States, which, of course, makes good advertising.

Another folder we will issue this year will be a 20-page folder entitled: "Airship View of Beautiful Big Island Park and Lake Minnetonka." Besides an attractive assortment of pictures of our steamboats and Big Island Park, one side of the folder will contain a large map 31 ins. wide and 9 ins. deep, being a panoramic map of Lake Minnetonka and Big Island Park, taken approximately from a point 1000 ft. above the Dock Station at Excelsior. We have had this prepared with the utmost care, and it will be a very attractive relief map, showing at a glance how people from the Twin Cities can reach our docks at Excelsior, where they change to our boats for all principal places of interest around the lake. It is a stunning picture everybody is anxious to keep.

We also furnish time tables and have arranged to take large quantities of space of display advertising in all the daily papers in Mineapolis and St. Paul, in which we will be represented every day during the season of June 1 to Sept. 15. We have also found cards displayed in the side windows of our cars very effective advertising. These cards measure 24 ins. wide by 13¾ ins. deep and are printed on both sides, being read by passengers inside the car as well as outside the car. We have eight of these spaces in use in the summer time in each car, four on each side, and divide them among the various parks, with a change of copy frequently—about once every two weeks. During the past winter we have used tin signs hanging on our back vestibule, advising passengers where free skating is to be had, and as all our parks offer this pleasure we are thus giving

7-14-1906

information that the public appreciates. We confine ourselves largely to these four forms of publicity, and returns show that the methods we have pursued will be very effective. Of course, what we will do in the future we are unable to say just now, but the fact remains that we will do what we consider the sane and sensible thing to promote business for the various resorts. There is naturally a stream of business to the city parks which will take care of itself, but to Wildwood and Big Island, where the fare is higher, there must naturally be made a great deal of special effort. We will devote great efforts to induce clubs, lodges and societies to go to Big Island Park, and by sending them folders, maps and other information about the island we hope to get the people to work up considerable enthusiasm to take their excursions and picnics to that resort.

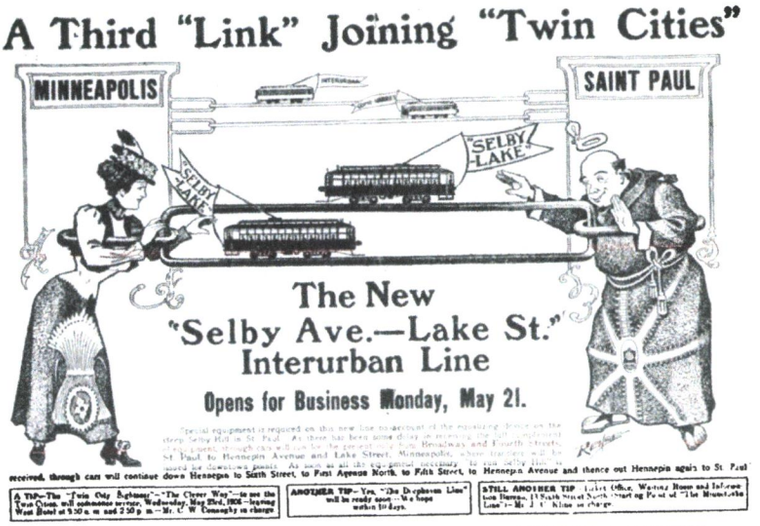
As I said before, the future is all before Big Island Park, and I cannot tell you the extent of its wonderful success this coming year, but that it will be a wonderful success there is no room for argument. Our Minnetonka rail lines, boat lines and park represent a great investment, and with energy back of it all they spell only Success!

DEVELOPING PLEASURE TRAVEL IN THE TWIN CITIES

As announced in these columns recently, the Twin City Rapid Transit Company, operating the city and interurban systems in and about St. Paul and Minneapolis, has established a traffic-creating department in charge of A. W. Wärnock, the company's first general passenger agent. Examples of the activity of this department are shown in the accompanying cuts, which are fac-similes of three newspaper advertisements to acquaint the public with new features in the service.

When the Twin City Rapid Transit Company opened a third interurban line between Minneapolis and St. Paul the fact was announced by half-page advertisements in the newspapers. The figures representing the city of St. Paul as a monk and Minneapolis as a good-looking, up-to-date young woman are typical of the two cities and well known as such by Twin City people. This new link is of special importance as it penetrates the most desirable sections of both cities. That the company believes in giving the public some hint of construction difficulties may be noted by its reference to a special device on the steep grade on Selby Hill in St. Paul. The grade on this hill is 16 per cent, and an equalizing device with the counter-weight system is required. A number of "tips" are also given with reference to other traffic matters of public interest. The cars for this service are 47 ft. long, 9 ft. 8 ins. wide, and seat 52 passengers. They are unusually roomy and comfortable. As they are products of this company's own shops the company feels particularly gratified with their beauty and excellence.

Coincident with the opening of the new line, the company is putting on its sightseer cars, the first of which includes a panoramic trip of 35 miles in three hours for fifty cents. In addition to the newspaper advertisements the company also celebrated the opening of the new interurban line by placing large colored cards in all of its car windows.



NEWSPAPER ADVERTISEMENTS OF THE TWIN CITY RAPID TRANSIT COMPANY'S NEW ROUTE BETWEEN MINNEAPOLIS AND ST. PAUL

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SRJ August 1907

EFFECTIVE PARK ADVERTISING IN THE TWIN CITIES

Previous articles in the STREET RAILWAY JOURNAL have described the beautiful lake district which the Twin City Rapid Transit Company has made accessible at low fares to the people of St. Paul and Minneapolis. To foster the growth of this traffic the company created the position of general passenger agent with the appointment of A. W. Warnock. The latter immediately began a strong advertising campaign, and through posters, color folders, picture post cards, view stamps and other methods has kept the many-sided attractions of the lake district well to the fore. More recently a leaf has been taken from the book of those

SPECIMEN POSES OF AND VERSES ABOUT HIGH JINKS, THE TWIN CITY PLEASURE RIDER

advertisers who praise their wares through the medium of a fictitious personage about whom all sorts of appropriate jingles are written. The Twin City Rapid Transit Company in adapting this idea to its own wants has created a genial fun-seeking character named Hi Jinks, the Picnic Person. Mr. Jinks' specialty is to appear on car posters in a different suit of sporting clothing every week with suggestions as to where to go for a good time via Twin City car and boat lines. His picture has been printed in colors on window cards 24¼ ins. x 13¾ ins. and also in black and white in the newspapers. The accompanying illustration, including some of the verses, will give some idea of this jolly tourist, but unfortunately the colors of his variegated clothing must be omitted.

Hi Jinks appears to have proved a real hit with the company's patrons, for all classes have been sending verses about him and suggesting other pleasure trips. So he may yet become a Father Knickerbocker or Sunny Jim in pleasure traffic advertising.

SRJ 7-20-1907

SOUVENIR STAMPS FOR PARK ADVERTISING

Souvenir postal cards which have for their subject views along electric railway lines have long since been utilized by electric railway companies in different parts of the country for advertising purposes. Now comes the Twin City Rapid Transit Company, through its passenger agent, A. W. Warnock, with a variation of the postal card idea that is quite ingenious. It is a stamp book containing twenty-four souvenir stamps gummed ready for use, which have for their subjects, views along the Twin City Company's lines. Despite the reduction the engravings are very good. On the back of the book is a place for the address just as on the front of a postal, a 1-cent stamp only being necessary for mailing.

JOURNAL OF ACCOUNTANCY 3-16-1909

The most notably successful advertising campaign so far conducted is that carried on by the Twin City Rapid Transit Company of Minneapolis, Minn. Mr. A. W. Warnock, the general passenger agent, in a paper read before the Street and Interurban Railway Association at its 1907 convention, describes in detail the plans which have been followed. The company is fortunate in being located in the famous lake district of Minnesota and of having on its lines beautiful and picturesque scenery, providing many trips of general interest. It also operates the noted Big Island Park located on Lake Minnetonka. Mr. Warnock states that his company owes a large part of its success to the cultivation of cordial relations with the local newspapers. This good will is valuable not only in securing fair treatment in all controversies affecting the company, but is particularly advantageous in developing the excursion traffic. They have always followed the policy of making liberal use of newspaper space and have found it profitable. In addition to this they got out a nicely prepared folder, describing in an interesting way the many trips which can be taken on the Twin City Lines. Through the newspapers they attracted inquiries for this pamphlet and were able to get out many thousands of copies, not only to the citizens of the Twin Cities, but to hundreds of prospective visitors living in nearly every state in the Union. This folder was also to be had for the asking at the various ticket offices of the company and in the lobbies of the large hotels. This was followed by many other folders, attractively gotten up and nicely printed, describing special features and short side trips. In addition to this the company has made liberal use of car window cards, very similar to the ordinary advertisements inserted in the street car. These were very cleverly gotten up and ran in a series very similar to some of the famous advertisements which have been put out by the breakfast food companies. The railway stations along the lines have been liberally filled with high-grade photographs showing the scenery along the various lines of the company. These prove of invariable interest to the traveling public and are believed to greatly stimulate business. The Twin City Company has found its advertising work to be immensely profitable.

TIMETABLES AND FOLDERS

Two general forms are used for presenting the timetables of the Twin City Rapid Transit Company's service. Each carries a large map and shows schedules for a different section of the system. One 20-page folder gives the time for cars running between Minneapolis and Lake Minnetonka and also shows the schedules of the express steamers which are operated on the lake and make connection with all cars. The other timetable shows the schedules of the St. Paul and Stillwater lines. The folders cost one cent each. They are distributed at the ticket offices and transfer points and from all information bureaus in the Twin Cities. Formerly the color of the paper stock on which these timetables were printed was changed with the publication of each new schedule. This practice has been discontinued because of an apparent waste of circulation.

Two picture folders are published, one entitled "How to See the Twin Cities," and the other "Beautiful Lake Minnetonka." Both folders fit a No. 10 envelope and are rewritten every spring. Sixty thousand copies of the two folders are issued annually. The picture folder, "How to See the Twin Cities," has been described in this paper. Briefly, this publication comprises 48 pages, 8 in. x 9 in., printed in two colors and profusely illustrated with half-tone views. The middle pages of the folder carry a bird's-eye view map in three colors. This map is 30 in. long. It represents a territory 16 miles by 48 miles in extent. The cover pages of this folder are especially attractive. They are printed in five colors. The front cover shows a bird's-eye view of the Twin Cities and the back cover shows two figures typifying St. Paul and Minneapolis greeting visitors.

The Lake Minnetonka folder is a single sheet 18 in. x 16 in., carrying a large map of the lake district served by the two interurban divisions, and showing views of the company's interurban cars, excursion steamers and park resorts.

Miscellaneous folders of the Twin City Company include bulletins on the handling of baggage on the interurban lines, a synopsis of the navigation laws of Minnesota for boat owners and a large four-color map of the Twin City territory.

The folders of the Twin City Rapid Transit Company, when issued in the spring, are widely advertised in the daily papers. The advertisements announce that copies will be mailed on receipt of 6 cents in stamps. At the time of this advertising campaign it is stated that from 25 to 150 requests for copies are received daily from surrounding towns. The picture folders are also distributed by the ticket agents and by a local distributing agency which supplies the hotels and information bureaus. Formerly these folders were kept in the railroad racks, but it has been found better practice to follow the method of distribution described.

COVER DESIGN OF TWIN CITY FOLDER

FOLDERS OF ILLINOIS ROADS

The Chicago & Milwaukee Electric Railroad publishes its timetables in three forms and also has them inserted in the trolley guides for Chicago and Milwaukee. The official timetable is a four-page folder printed on colored stock and showing in red the time of the four limited parlor-car trains between Evanston and Milwaukee. Smaller timecards, the cost of which is defrayed by local advertising printed on them, show the leaving time of the trains at one station only. These cards are published for all important stations. A pictorial folder with three-color covers also is issued. This folder is a complete guide to the thickly populated lake shore territory lying between Chicago and Milwaukee. In addition to its timetable publications this company displays timecards mounted in frames. These cards are 44 in. long by 14 in. wide and are printed in two colors. This company operates three classes of trains leaving the terminals at the same time: (1) Milwaukee-Evanston limited, (2) Milwaukee-Evanston local and (3) Evanston-Waukegan local. The limited trains make five pas-

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traveler and creating in addition, a large regular travel by other forms of lower rate tickets

In conclusion we may state, that before attempting to fix rates, the first thing is to study the density of the population along the line, and its location, to estimate how much will be through travel, how much short ride travel out of the terminals, how much loading and reloading of passengers will occur in the course of the trip, what pleasure resorts exist, or may be built up, what commuter travel will be created, that is, working people in the city drawn into the country to live, and country people secure employment in the city, and all of these and other elements are more vital in determining the rates of fare than the car-mile cost, trip-seat cost, or the seat-mile cost. In fact, the character of the travel, should determine the kind of road built, and the choice of rolling stock. After a study of all the conditions a determination must be made of various kinds of tickets to be sold and the gradation of rates between them.

Ticket offices should be established wherever ticket sales will justify it, and in the Middle West, about 60 per cent of receipts are collected through such offices. Reasonable care will insure that such receipts reach the treasury of the company. Tickets have the advantage of keeping money out of the conductors' hands, but, as a considerable amount will be collected by the conductors, it is of vast importance to secure a proper account of it.

Large sums remain to be collected by the conductors on the cars from passengers boarding them where ticket offices cannot be maintained, and from passengers failing to buy tickets where they are sold. Every safeguard should be provided for such collections in order to check fully the work of the conductors.

The cash fare receipts issued on the cars should show at least from what point to what point fare is paid and the auditor's stub must give corresponding information. The tickets and stubs turned in by the conductor will then show how many passengers should be in the car at each point along its trip. An actual count of passengers at one or more points thus affords an exact check on the conductor's returns.

ADVERTISING FROM THE STANDPOINT OF THE STREET RAILWAY COMPANY

BY A. W. WARNOCK.
General Passenger Agent, Twin City Rapid Transit Company, Minneapolis, Minn.

This is the age of advertising! No one who wishes his business to grow and develop neglects the important feature of publicity.

One of the last industries to adopt this modern business force was the street railway, but these carriers are appreciating that printer's ink, judiciously used is the power to encourage trolley travel and assist in the delightful work of paying dividends. It is such an axiomatic and proverbial saying, "Advertising Pays." I will not take any time to discuss that question. I shall try to suggest some practical means for advertising street railways that may prove interesting.

When I say that advertising pays, of course I mean—it depends. Depends on what you have to offer and how you offer it. But granted you apply the same reasonable business rules to the problem that you would to any other feature of operation, there is no question but that returns will be satisfactory.

I take it what one company thinks and what one company has done will be a far more interesting story to hear than a long line of glittering generalities. So with that end in view, I want to tell you what the Twin City Rapid Transit Company, or the "Twin City Lines," as we are now calling our system, has recently done in the line of publicity.

Two years ago the "Twin City Lines," completed and opened for travel the famous "Great White Way" electric line of eighteen miles from Minneapolis to Lake Minnetonka. This line is now one of the really celebrated electric lines in the United States and has been the means of revolutionizing cottage and picnic life at Lake Minnetonka, "The Lake Beautiful" of the Northwest. With the opening of this line, the company found a great many opportunities for expansion. The fleet of four large steamboats already operated on Lake Minnetonka was purchased and rebuilt. The company also built in its own shops six fast express boats, each 70 ft. long and capable of a speed of fifteen miles an hour. The idea of this fleet was to encircle the shores of the lake and build up a summer cottage business for the electric line, as well as to offer transient tourists and excursion parties an opportunity to cruise the lake.

To supply the demand of picnic parties, sixty-five acres on beautiful Big Island were purchased and converted into a most attractive picnic and amusement resort. This island is two miles from the terminus of the electric line, and three large ferry boats which the company built, with a carrying capacity each of a thousand passengers, were put on to perform a shuttle service between the electric line and the park. One of the steam roads which had furnished service between Minneapolis and the lake was leased and electrified, giving the "Twin City Lines" two first-class routes between Minneapolis and the lake. In view of such broad development there was urgent need for the widest publicity to secure business, and the general passenger department was formally launched. This department had for its function the development of business for the two lines to Lake Minnetonka, for the fleet of a dozen steamboats, and for Big Island Park, as well as for many other parks and resorts, such as Minnehaha Falls and Lake Harriet in Minneapolis; Phalen and Como Parks and Indian Mounds in St. Paul; Wildwood, on White Bear Lake.

Having outlined our necessity and appreciating that our lines offered unique and magnificent opportunities for exploitation such as are possessed by few electric transportation companies, we undertook a vigorous compaign with the central idea of letting the public know what we had for sale. Our advertising has been along four general lines: Newspapers, folders and pamphlets, car window cards, special advertising, and I will briefly relate our experience with each of these methods of advertising.

NEWSPAPERS

There has always been a good sentiment existing between the "Twin City Lines" and the local newspapers. The time will probably never come when street railways or any other public service corporation will be immune from criticism on the part of the press, and this is a good healthy sign, both for the press and for the roads. I am making a temperate remark when I say that, through and through, by and large, our newspapers, as well as our public, entertain a fine feeling of regard for our company. I think this is due in large part to the high personnel of our management which is broad, progressive and always disposed to do the fair thing. Our company has anticipated what the public wants instead of being urged by them to fulfill their wants, and I think as you travel the country over, you will find no street car patrons more loyal or more prone to express superlative praise for their home system than the people of the cities of Minneapolis, St. Paul and Stillwater. I emphasize strongly the feeling between the press and the road because I think it a strong asset that every road should have. The good-will of the newspapers is of incalculable value and a road should utilize every fair means to secure the support of its newspapers. I mean by this that the relation of the company to the public should be of such a character that in all fairness the newspapers will have a friendly feeling for the company. Criticisms, of course, will be made on the best of service, but the general trend of sentiment should be favorable. There is nothing that appeals to newspapers so strongly as the practice on the part of a public service corporation of taking the public into its confidence, and we have always taken our public into our confidence.

Our newspapers do not accept tickets or transportation of any kind from us, and all the advertising we receive from them is paid for by us in cash at full standard rates. We make contracts with all the papers at the beginning of each year for a good round sum, sufficient to tell the public all about our attractions, as well as sufficient to impress the newspapers that we are eager to give practical expression of our friendship for them by buying liberally of their product. It depends largely on what we have to say as to the amount of space we use. We have used as much as a page in each of the papers to tell of some new feature of our service, and we have taken as small a space as four inches. Our advertising campaign is on practically from May to October, and during those five months we plan to use our entire yearly contract with each paper. Before we systematically undertook advertising, our company would spasmodically give a page advertisement possibly in the middle of the winter to the various papers for their special edition, which, of course, had no advertising value as far as our company was concerned. Since we have adopted a business basis for advertising, we absolutely eschew the special edition and the newspapers are eminently satisfied with the basis we have established.

It is a difficult thing to measure the returns for a transportation company from newspaper advertising. The department

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store which offers a list of articles in its advertisements one day, can the next day, by actual sales, tell very closely the net result of the advertisement, but in advertising any transportation feaure, it is difficult to check up exactly by the general volume of business that is developing. I am quite convinced, however, that our newspaper advertisements have not only educated people as to what we have to offer, but by exploiting what we are doing and are trying to do, a warm confidence in us and our intention to serve them has developed.

The good-will of reporters, paragraphers, editorial writers and jokesters on a paper, it seems to me, is of inestimable value to a street railway, and if they poke good natured fun at your company it is good advertising. I would sooner have our announcements printed in the columns of good, clean newspapers and carried into the homes of our patrons, than any other means of educating the people direct. Such advertising can scarcely be properly estimated or appreciated. Beyond question, the more intelligent newspaper advertising you do, the better will be your business. I am making these statements on the assumption that the service you are advertising is as good and possibly better than what you say it is. Personally I feel that our company offers such good service under all conditions that superlative language is warranted and still be absolutely within the realm of actual truth. If you do not have a good proposition to offer, then make it a good proposition or do not advertise it. The same rules apply to advertising a street railway as to advertising a theater, a department store or any other enerprise. A good article can stand unlimited advertising, a poor one cannot win out in the long run, no matter how much or how good the advertising may be.

FOLDERS AND PAMPHLETS

Our company had never issued a folder of its own until we decided to issue the Twin City Trolley Trips folder. We planned to produce the best electric folder that had then been issued. We adopted the regular standard railroad folder as to shape, nine by four inches, and it was to comprise forty-eight pages. The best paper was selected and the best printing company was given the work. We went to a great deal of pains to have an attractive birds'-eye view map of our system engraved for four colors. We devoted the entire folder to outlining suggestive trips on our lines, and we neglected no opportunity of indicating to the reader where he might go and what he might see by traveling on our cars. Small charts indicating exactly where to get on cars and where to get off, and a wealth of pictures with reading matter boiled down as much as possible, was the material we put into this publication and enclosed in a most attractive cover, we launched our first edition of fifty thousand copies on a breathlessly waiting public. This year we issued the second edition of fifty thousand copies. Our folder has been the model for at least ten other electric folders. Speaking purely from a mechanical standpoint, it was said to be the finest trolley folder ever issued, and we have something like a bushel of letters from prominent officials of steam and electric companies in the United States endorsing this judgment. Wonder was expressed that we issued such a good folder, but there is no wonder about the matter. We have a wonderful proposition of splendid car and boat lines and glorious places to tell about, and the story should be told in the best possible way. Had we not used as good paper or employed as good mechanical means to turn out a folder that would be appreciated and kept by the recipient, I think we would have fallen short of doing something first-class as it should be done.

We instituted a practical campaign of distribution. By advertising to send the folder to any address on receipt of four cents in stamps, we started an avalanche of mail and inquiries that has been coming upon us ever since. I think we have received requests for our folders from prospective visitors living in nearly every state in the Union, as well as a number of foreign countries. We have the folders on distribution at our ticket offices where copies may be had for the asking. Prospective visitors to the Twin Cities are always eager to secure copies and our large department stores are more than pleased to distribute them from their information bureaus to visitors who have just come to the cities. We have enjoyed the co-operation of not less than fourteen of the largest and best department and stationery stores in the Twin Cities in this matter, and the support and good-will of these stores is a good advertisement for us as they really constitute themselves agencies in our favor.

The returns from folders can be checked pretty closely. That is to say, you can tell more or less accurately whether the folder is a good advertisement or not. On the cars day after day I see patrons perusing the pages of these folders and following up special trips which are outlined. Day after day people come into our office to ask advice as to certain desirable trips marked out which they wish to make, and as some of these trips run as high as sixty cents per passenger, it can readily be seen that it is profitable to have instilled in the home body or stranger's mind the desire to make these journeys.

A trolley folder should be absolutely devoid of advertising matter, except for the company itself. It should be a story of the cities in which it operates told in such a broad way as really to be a text-book for the cities. It should accurately picture and portray the many beauty spots around the cities whether reached by the cars of the company or not, and altogether, it should breathe a spirit of boosting for the cities it represents in such a way as to command the admiration of the public and civic clubs which appreciate publicity of this character. The first cost of maps and plates may seem to the uninitiated as severe, but I do not think any money could be better spent in the publication of a folder than for the best paper, ink and engravings. It should be a tourist handbook that reflects, in a strong, clever way, the company it advertises and the cities it describes.

We have also issued an "Airship View of Big Island Park," a twenty-page folder exclusively for Big Island Park. This contains, on one side, a bird's-eye view of Lake Minnetonka and Big Island Park, and is used to create a distinct travel to Lake Minnetonka. The method of distribution is practically the same as for our trolley folder, and we also use it as a means of circularizing all prospective parties to Big Island Park.

A third folder of six pages we issue describes our "Sightseer" car service which we have successfully operated for the past two seasons. This "Sightseer" offers a belt trip of 40 miles around the Twin Cities in three and one-half hours for fifty cents, and has been the means of educating strangers and showing them the beauties of two cities, which they could not possibly see on their own account in so short a time and in so comfortable a manner. To each passenger on the "Sightseer" we give a small twenty-four page pamphlet containing the lecture as given by the conductor on the car. This pamphlet serves in a manner to bring to pleasant memory the trip and lecture the passenger has enjoyed.

We issue a complete sixteen-page time table for all our interurban lines, with steamboat schedules and information which strangers need to guide them over our interburban lines. While we issue these time tables in an attractive way typographically, they are printed on inexpensive paper to permit the widest distribution.

In addition to having prominent stores in the Twin Cities hand out our printed matter, we have our publication on distribution in the folder racks of all the railroad ticket offices and hotels. These racks are controlled by an association of ticket agents of both cities. The ticket agents of all the roads entering the Twin Cities have a most friendly feeling towards our company and are always glad to suggest trips and plan little journeys over our lines for strangers who come to their offices with the inevitable inquiry: "How can I spend a few hours before my train leaves?" I have had so many direct evidences of this attention on the part of our railroad ticket friends as to feel that feature of trolley travel development worthy of special endeavor.

In the Twin Cities, the telephone companies and Union stations maintain information bureaus, and these also distribute our literature and take an active interest in telling strangers what we have to offer. With such a kindly sentiment toward us on the part of so many different agencies with which the traveling public comes in contact, it can readily be seen that we possess a good-will in a line of publicity that is of immeasurable value.

CAR WINDOW CARDS

An attractive feature of our publicity is the use of large cards for the windows of our cars. We use eight windows of each of our standard cars, four on each side. These cards are 13 ins. x 24 ins. in size and are fastened on the inside of the upper sash. They are printed in large type on both sides so that they can be read from the inside of the car as well as from the outside, and on these cards we sing the praises of all the lakes, parks and resorts on our lines. One of these cards is devoted to the telling of the adventures of Hi Jinks, the Picnic Person.

Mr. Jinks has had a really remarkable career. We tell each week with a funny cartoon and a verse, the adventures of Mr.

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Jinks at Big Island Park, and the series of twelve Hi Jinks cards for the season of 1907 has made such a hit as to really be worth passing mention. The first week we had Mr. Jinks making his bow. The second he was hugging himself with delight at the idea that Big Island Park was soon to open. The third week he was packing his picnic basket to go to Big Island Park, etc. Each week he does something new.

We held a competitive contest in which artists prepared this character from the suggestion we outlined of a genial, old bachelor who was out for a good time, and who could appreciate the good things we had to offer at Lake Minnetonka. After the character was finally selected we employed the best lithographers to develop the pictures. The verses were really funny and of such easy rhyme as to be remembered. To illustrate how the Hi Jinks cards have taken with the public I may say that we have had a wealth of poems submitted by patrons from everywhere. Presidents of banks, lumber companies and other large enterprises, as well as clerks, bookkeepers, school teachers and a vast army of other trolley riders suggested verses about Mr. Jinks. Mr. Jinks has become as good an advertisement for the "Twin City Lines" as any vaudeville joke that has made a soap, or breakfast food famous. The compliment has been paid us that Mr. Jinks has Mr. Sunny Jim and Miss Phoebe Snow completely wiped off the map. This, perhaps, is fulsome praise. People have actually been on the lookout for these cards as they appeared every Saturday morning in our cars. We have kept Mr. Jinks entirely in our own cars and he has come to be recognized as one of the distinct officials of our company. Only rarely has he made his appearance in newspaper columns, although the jokesters and the rhymsters on all the daily papers have used him as a mark at which to fire many good-natured shots. The career of Mr. Jinks has quite convinced me that people like good-natured advertising with a touch of humor in it. When you get your advertising so serious and so matter of fact that it reads like a complaint in a lawsuit, I should say you were on the wrong track, but when advertising develops a good-natured and kindly feeling on the part of patrons towards you, I believe it is a sure sign that people are paying attention to what you are saying. Next year we have in mind using a sequel for Mr. Jinks, and we expect to make this character lead even a more successful life than he did this year.

While speaking about our car window cards, I should say that most companies have it in their power to use their equipment for advertising in the cheapest and most effective way possible. Street car advertising admits of much display and the use of colors, and appeals to the trolley rider. It always strikes his eye when he is in a receptive mood and this advantage is very great. Street car advertising admits of all the inventive genius one can summon to one's aid and offers an apportunity for the exploitation of new parks, lakes, resorts, opening of new lines and other trolley information which should be given to the public attractively and persistently.

Last year our company adopted an effective trade-mark. It is designed after a Spanish Mission window and is original, attractive and unique. We are using this symbol very generally on all our advertising matter, letter heads, etc. Every road ought to have a distinctive trade-mark. Right in line with our publicity we have named our famous fleet of boats after cities, towns and resorts on our lines—Como, Excelsior, Harriet, Hopkins, Minneapolis, Minnehaha, Minnetonka, Plymouth, Puritan, Saint Paul, Stillwater and White Bear. Each boat is thus a good advertisement for the place whose name it bears.

SPECIAL ADVERTISING

In special advertising, our company has followed two or three lines that have been effective. We had the best landscape photographers photograph our lines from one end to the other, and the most attractive scenes of cars, boats, parks, double-track, wooded grove, shining lake, beautiful meadows and woods have been reproduced by their cameras. These photographs are 9 ins. x 12 ins. in size and form a collection distinctly in a class by itself. In each of these photographs can be seen a bit of track or one of our cars or boats somewhere in its make-up, and this gives us an advertisement that it is impossible to miss. These photographs are so good that persons publishing books about the Twin Cities invariably come to us for the loan of them, and as all the photographs are copyrighted, we grant the loans on condition that a line of advertising for our company be printed with the picture, and this is readily done. The photographs are so good that one company issued thirty souvenir post cards in colors, absolutely without expense to us, and they report it is the best selling series that they have in their large stock. Furthermore, each card bears a line of advertising for us which was written and put there by us. So much for the great benefit of a fine collection of photographs to any electric transportation company. These photographs have also been used for souvenir stamp books, and the publishers have reported that the sales have been large.

The two maps published by us, one being the bird's-eye view of our entire system, and the other the bird's-eye view of Lake Minnetonka and Big Island Park, are so attractive and they tell such a good story, that every hotel in the Twin Cities, as well as some of the larger business houses, have had them framed and given the best places possible in their rotundas and offices where strangers may see them.

I do not know of any business to-day that offers such strong possibilities for intelligent exploitation as street railways, or "Electric Railroads," if you prefer the term. The people generally feel a sense of proprietorship in the street railway when they see its cars running along the street, and take a pride in them that they would not think of entertaining for the commercial railroad with which they come in contact only when they go to the station to meet friends or take a trip. With this sense of proprietorship on the part of the public, it is easy to appeal effectively to your patrons. For ourselves, the "Twin City Lines," offer so many attractions in the way of parks, lakes, falls and other points of interest, that it is really a pleasure to educate the public as to where we can take them and how well we can take them there. With good feeling existing between the company and the press, with the manifold advantages we possess, and with the desire to do the fair thing on all occasions, our company offers a magnificent field for the most intelligent exploitation. We aim to make our lines the best advertised in all America.

In conclusion let me say from a close personal observation, that these statements apply with equal force to almost every electric transportation company in the country. The ground for this line of endeavor still lies fallow in many communities. That business can be developed and a fine public spirit engendered by printer's ink, properly, intelligently and enthusiastically applied, is my profound conviction.

LIGHT FREIGHT HANDLING BY ELECTRIC LINES

BY P. P. CRAFTS,

General Manager Iowa & Illinois Railway Co., Clinton, Ia.; General Manager Joplin & Pittsburg Railway Co., Pittsburg, Kan.

This subject has been discussed pro and con for a number of years; in fact, ever since the interurban railway became a reality, that is, after it branched from the confines of the so-called urban railway. Although some of the older and slower roads began to conduct a so-called express business several years ago, the freight carrying field was not entered with spirit until the modern high-speed road, built on private right-of-way with heavy construction, was developed. It was then discovered that the interurban not only could compete with the steam roads and express companies, but that, due to its frequent and reliable service, it could also develop a freight business that could not have been developed by them. To be sure, a number of the earlier roads have charters which do not admit of their carrying freight or express, but, on the other hand, the managers of many roads, although unhampered by such restrictions, have not given the subject the attention which it deserves.

As a result of the errors made by the earlier roads, coupled with their faith in the final outcome of a concentrated and careful campaign, some of the newer high-speed roads in the Middle West made a start. To-day it is a common thing to read of interurban railways financed and constructed with a view of handling freight as well as passenger traffic, as it is now becoming an important factor in the earnings.

Where parallel steam competition exists, interurban managers should not be discouraged, for shippers will favor the road which gives them good passenger service, provided, of course, rates are equalized and proper attention given to that branch of the business.

Generally speaking, it is a mistake to assume the position that freight will be carried only as an accommodation to your patrons, and then charge an exorbitant rate or neglect to ship promptly, or to take proper care of the shipment after arrival at its destination. On the other hand, many managers, in their anxiety to build up a profitable business, have overloaded their

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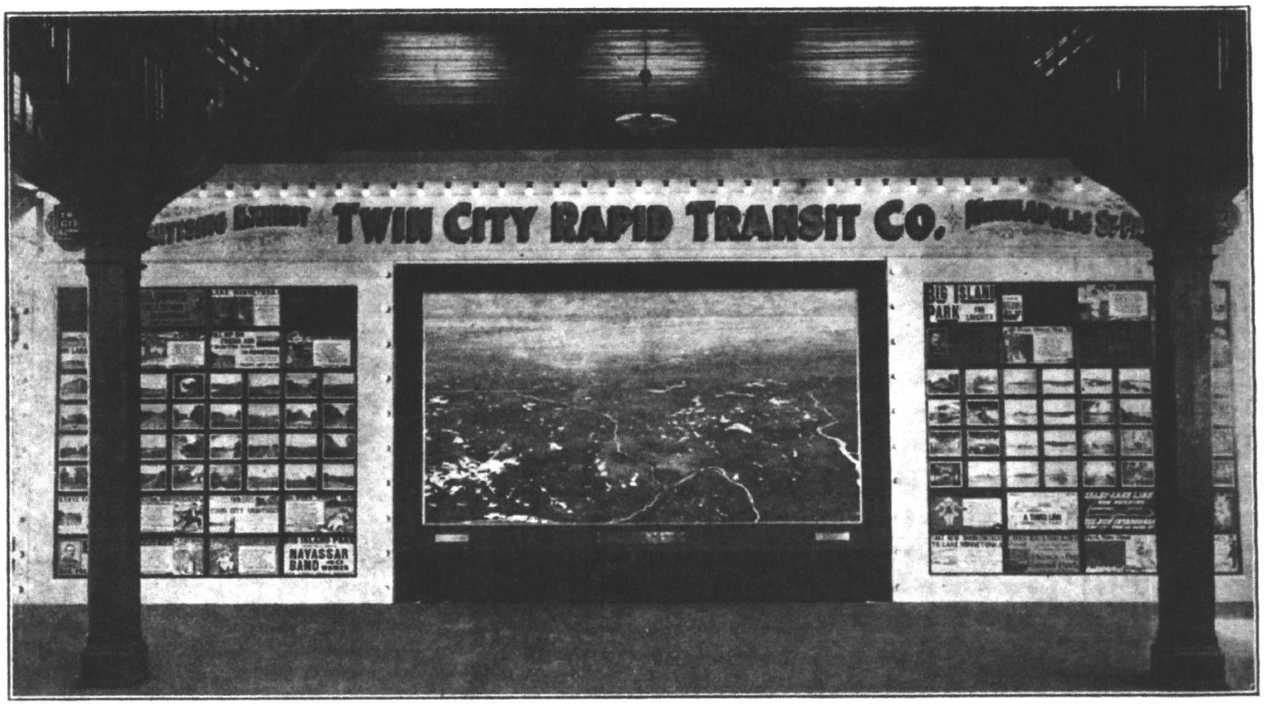
THE TWIN CITY EXHIBIT

A. W. Warnock, the general passenger agent of the Twin City Rapid Transit Company, who has gained an enviable reputation by the advertising matter he has turned out from time to time in the interest of the company, had an exhibit at the convention that is characteristic of the man and bespeaks the progressive methods of the company with which he is identified. It was an immense perspective in water color of the scenic country in and around the Twin Cities. It shows in detail the beauty of this great territory, 1500 sq. miles of which is traversed by the Twin City lines. Far away to the northern horizon is shown the Rainy River district and the Canadian border, while in the upper right-hand corner is shown the southwestern extremity of Lake Superior, where is located Duluth, Minnesota's third city. The river within vision to the extreme right is the St. Croix, on which are located the thriving cities of Stillwater, Minn., and Hudson, Wis. The larger bodies of water lying to the north are Mille Lac, Leech and Winnibogoshish lakes. In the foreground are the gorge of the Mississippi River ("Father of Waters"), which with its tributary lakes and streams is unsurpassed for industry and pleasure. On this river are located the Twin Cities, from which the Twin City Company's lines reach out into many suburban directions. The lowlands along the Minnesota River show at the extreme lower edge of the picture, while at the confluence of the Minnesota with the Mississippi is famous old Fort Snelling. Here also is the quaint old village of Mendota ("The Mingling of the Waters"), and below it Pike Island, on which was signed a treaty with the Sioux Indians, conveying to the United States the sovereignty of much of the territory shown in this map.

On both sides of the picture were shown in ivory frames, with mahogany trimmings, sixty-four large platinum-tint photographs of interesting features of the Twin City lines together with a large assortment of colored posters, which are used by the company in all its publicity work. The story of "Hi Jinks, the picnic person," illustrated in the STREET RAILWAY JOURNAL recently, was also presented. The entire exhibit was lighted with eighty-five frosted incandescent globes. The company went to the expense of making the exhibit in order to show the character of its equipment and permanent way and what it is doing to develop business. An excellent idea of the main feature of the exhibit and the tint photographs is conveyed by the accompanying engraving.



THE TWIN CITY PERSPECTIVE AND TINT VIEWS ALONG THE COMPANY'S LINES

PROMOTION OF TRAFFIC IN CINCINNATI

The committee on trade extension of the Business Men's Club of Cincinnati, appointed some time ago to devise means for extending local trade in that city, has incorporated in its report a feature that is of much interest to the interurban railways. In order to get the best results from the numerous electric railways that enter the city, the committee advises the authorities to give such companies easy access to the business district and arrange for a central terminal station. The committee had written to Columbus, Cleveland, Dayton and a number of other cities for information on this point, but at the time of making the report had heard only from Dayton. This report showed that for the year ending July 31, 1,750,000 passengers had been handled by the interurban roads centering in that city, and that the people came from within a radius of one hundred miles of the city. All of the roads enter the heart of the city, bringing the passengers close to the stores and other business houses. This is absolutely necessary in order to secure the best results from the people who come to the city on the interurbans. Trade follows the lines of least resistance, says the report, and the best way to stimulate it is to make it easy for interurban passengers to reach the heart of the city. In order to accomplish this, the roads should be granted an entrance to the city and should be centered in a central down-town station.

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SIGHTSEEING AND EXCURSION SERVICES

The first reference to sightseeing cars being specially operated is recorded in 1898 when two "sightseer" cars were run weekdays from July 23rd through August 31st.

A newspaper article dated July 19, 1901, reported that an old "whaleback" streetcar had been rebuilt with interior partitions forming rooms so that the park refreshment concessionaire could sleep in the car. He made daily trips to company-operated facilities at Lake Harriet, Lake Como and Wildwood. The car was kept at the Lake Harriet siding; leaving there at 1:00 a.m. it made the necessary stops, arriving at Wildwood about 4:00 a.m. The operator slept until 11:00 a.m. then took the car on advertising cruises of Minneapolis and St.Paul. Advertisements were attached to the sides of the car, promoting sightseeing, excursion and pleasure travel on the streetcar lines.

Early promotional literature advocated sightseeing and excursion traffic by heavily advertising the Lake Minnetonka and Stillwater operations. As an example a 1910 pamphlet listed the various destinations possible together with mileage, travel time and fares.

From	To	Miles	Time	One-way Fare
Minneapolis	Excelsior	18	45 minutes	25 cents
Minneapolis	Deephaven	18	45 minutes	25 cents
Excelsior Terminal Docks	Big Island		8 minutes	No extra ferry boat fare on electric car tickets from the Twin Cities
Excelsior Terminal Docks	Any point on Lake Minnetonka			10 cents(express boat)
St. Paul	Wildwood	12 miles	40 minutes	15 cents
Wildwood	White Bear	5 miles	13 minutes	10 cents
Wildwood	Stillwater	8 miles	25 minutes	15 cents
St.Paul	Stillwater	20 miles	60 minutes	30 cents
Stillwater	South Stillwater	5 miles	20 minutes	10 cents

That same pamphlet listed the special SIGHTSEER streetcar service which was begun May 23, 1906. All SIGHTSEER cars followed a general belt route between Minneapolis and St.Paul: the COMO-HARRIET line going and the SELBY-LAKE line returning. All SIGHTSEER cars began and ended at the Ryan Hotel, 6th and Robert Sts., St.Paul, or the West Hotel, 5th St. and Hennepin Ave., Minneapolis. The three SIGHTSEER excursion trips offered were the following.

TWIN CITY SIGHTSEER. Belt route and Indian Mounds in St.Paul: 3 hours, 35 miles, fare 50 cents.

WILDWOOD SIGHTSEER. Belt route, Minnehaha Falls and Wildwood Park, 5 hours, 58 miles, fare 75 cents.

MINNETONKA SIGHTSEER. Belt route, Lake Minnetonka, plus an express steamer tour of the Upper and Lower Lakes, 5 hours, 72 miles, fare one dollar.

Company records do not indicate the complete history of the SIGHTSEER service. Presumably it ended with the advent of World War I.

From approximately 1906 through 1917 the General Passenger Agent, Arthur W. Warnock, published annually a beautifully illustrated and well-written brochure, in color with numerous well-drawn maps, entitled "Twin Cities Today" (Twin City Trolley Trips) which served as a complete guide to the entire street railway system, city and suburban. This was written with such clarity that any

visitor or tourist could easily determine his own itinerary and schedule. World War I put an end to this type of promotion and it was never resumed.

Timetables, car cards, newspaper advertising and other media were utilized to publicize the company's pleasure activities.

TROLLEY EXCURSIONS
Minneapolis Tribune (1867-1908); May 19, 1898;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 4

TROLLEY EXCURSIONS

The Twin City Rapid Transit Company Will Inaugurate a Series of Pleasant Outings for the People of the Twin Cities.

Thomas Lowry announces that as soon as the new Interurban street car line between the cities of Minneapolis and St. Paul is completed he will inaugurate a system of daily trolley car excursions between the two cities. Two of the new cars, now in process of construction, and the finest ever built for street railway purposes, will be employed for the purpose, and for a nominal charge the passenger will be carried through the most interesting portions of the cities, including Lakes Harriet and Como. The distance covered will be between 40 and 50 miles and the time consumed will be about four hours. Such excursions are already in vogue in Denver, and Mr. Lowry believes they can be made successful here.

Will Publish the Health Ordinance.

The board of health, under the direction of Health Commissioner Norton, is preparing a compilation of the state and municipal laws relating to sanitary matters. The book will contain copies of the general sanitary ordinance of the city, which has 55 sections; the state law relating to contagious diseases; the ordinances relating to garbage and manure, to creating the office of meat inspector, to the inspection of meat, provisions, bread and bakeries, and the state law authorizing the inspection of milk and dairies.

It is intended to distribute copies of the book among the physicians of Minneapolis and officials generally, so that in the future ingnorance of these laws cannot be professed.

Trolley Excursions Arranged
Minneapolis Tribune (1867-1908); Jul 19, 1898;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 5

Trolley Excursions Arranged.

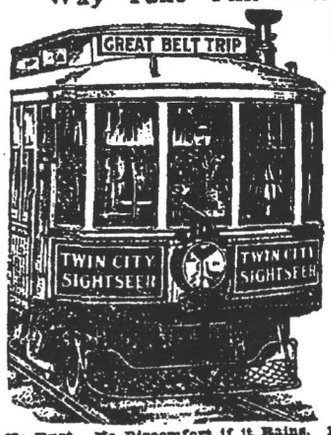
Beginning Friday, the Twin City Rapid Transit Company will put in operation between the Twin Cities two excursion cars, which will make the round trip between the cities, stopping only at Como Park, Lake Harriet and Minnehaha Falls. They will start from Ryan hotel, St. Paul, and Hotel Nicollet, Minneapolis, at 9 a. m., and 7 p. m., and will make fast time. Two handsome new cars have been recently completed which are a little larger than the regular interurban cars, and are nicely appointed. These cars will be used.

SUMMER RESORTS AND PARKS 6-8-1906

NOTE—Morning car now leaves West Hotel at 9:30 a. m. Trip also now includes Minnehaha Falls.

TO SEE TWIN CITIES

In the Most Comfortable and Inexpensive Way Take This Fast, Clean, Clever Car.



Forty Miles of Scenery in 3½ Hours. Seats only 50c

Leaves West Hotel, Except Sunday at 9:30 a. m. and 2:50 p. m.

Panoramic Trip Includes—

LAKE HARRIET
MINNEHAHA FALLS
INDIAN MOUNDS
COMO PARK

As well as Loring Park, Lake Calhoun, Lakewood Cemetery, Soldiers' Home, Merriam Park, Great Views of River, State Capitol, State Fair, State University, St. Anthony Falls, Flour and Saw Mills and most beautiful sections and environs of both cities.

No Dust. No Discomfort if it Rains. Ideal Way to Entertain Your Friends. Entertaining Lecture En Route on All Sights and Scenes.

GET TICKETS AT 13 N. SIXTH ST. For Details Phone Main 4880 and Ask for "Ticket Office."

ITS FIRST TRIP: NEW OBSERVATION CAR IS A M
Minneapolis Tribune (1867-1908); Jul 24, 1898;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. A12

ITS FIRST TRIP

NEW OBSERVATION CAR IS A MODEL IN ITS LINE.

Carried a Jolly Party This Morning to Lake Harriet, Minnehaha and Como—Seats Sold in Advance, and There Was No Complaint About Crowding—Car Is a Splendid Piece of Workmanship—Should Become Very Popular—Windows Arranged for Storm Protection—View Is Unobstructed at All Times.

Smooth and swift, airy and polished to the popular size of an electric orchestra, the first observation car on the lines of the Twin City Rapid Transit company skimmed over the tracks this morning on a 40-mile run.

There was nothing ostentatious about the start. There were no members of the corporation, prominent citizens or any fuss and feathers. Tickets had been placed on sale, and the start was made at 9 o'clock from the West Hotel, with only a few on board. It had been generally believed that the start would be an invitation affair, or there would have been more on board. However, those who took in the first trip were delighted, and before the fall round had been made the car was well filled.

These tourist trips should become very popular with the people, and later it is thought they will be run more frequently. The present plan is for one trip, starting from Washington and Hennepin at 8:45 a. m., and one at 7 p. m. The tickets are on sale at the Hotel Nicollet, West Hotel, and at the starter's office. The car runs to Lake Harriet first, and it is so arranged that if it is too early, the car can be caught on the return trip, or if it is missed at Lake Harriet by any of the tourists, their ticket is good on any car to the city so that they can catch the car again.

The car itself is a splendid piece of workmanship. It is large, wide and roomy, finished in hard woods, with arrangements for electric heating. The windows are very large, and are covered by screens of three inch patterned meshing of painted steel, giving plenty of circulation. For storm protection, the windows slide down in two sections into the walls of the car, and are hidden by a false polished oberry sill. They can be readily raised, and the car thus made tight from wind or rain. In winter the steel screens lift out, and an outside window is fitted in so that there is double glass, and consequently no frost on the panes, so that a view is unobstructed. The glass sign on the car front reads, "Chartered Car," and the side signs read, "Seeing the Cities."

The start was made this morning just in front of a Lake Harriet car, giving 15 minutes in which to make more rapid time, arriving at Harriet just after the car in front. A 15 minute stop was made there, and then came the run back 15 minutes faster than the regular run of lake cars. At the West hotel Col. West and party boarded the car for the rest of the trip, and the splendid car whirled away toward Minnehaha. Here was another fast run, and there was a wait of 20 minutes at the falls, long enough for tourists to get a sight of the laughing water. Here a few more with tickets boarded the car, and back again it went to the city. Arrived at the loop there were more passengers, and the car was well filled. Over the river it went via the new Como line, and out along the new tracks to Como, where there was a half hour stop.

The run to St. Paul was made in a hurry, and out around the loop, and then back again to Minneapolis over the old Interurban line. It was a glorious run, without a mishap or miscalculation, and was enjoyed hugely by the party. These tourist runs are entirely cosmopolitan. Tickets are for sale three days ahead, and each ticket is good for one seat, which is numbered with a corresponding number on each ticket. There is no such thing as a crowd, as but 47 people can ride at once. Parties can be made up, and can take the trip, knowing that by buying the whole number of seats they will not be bothered with any outsiders on the trip. It makes a beautiful run, and will certainly be popular for trolley parties, as well as for people who are in the city for a day or so, and want to see both cities.

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SRR 5-15-06

Plans of the Twin City Rapid Transit Co. for the Summer Season.

The Twin City Rapid Transit Co. has recently built a fleet of nine steamers which, in connection with the company's two new electric lines, will be operated on Lake Minnetonka, to amusement resorts on the lake. There are three double-end, double-deck ferries, each 100 ft. long and having a capacity for 1,000 passengers, which will run between the terminal of the company's electric lines at Excelsior and Big Island Park, which park the company has recently established on an island in the middle of the lake. There have also been built six express steamers each 70 ft. long with a capacity for 150 passengers and a speed of 15 miles an hour. These will operate along the lake shore and pick up cottagers at various points. In addition to this equipment the company has purchased three other fast excursion steamers so that the fleet of 12 steamers will have a total carrying capacity for nearly 5,000 persons.

Three lines of sightseeing cars will be put in service by the Twin City Rapid Transit Co in the near future. These will afford rides of from three to five hours each, the trip to cost from 50 cents to one dollar. The "Twin City Sightseer" will include St. Paul and Minneapolis. The "Wildwood Sightseer" will include both cities and also Wildwood, on the White Bear Lake. The "Minnetonka Sightseer" will include both cities and Lake Minnetonka.

STORY OF THE

TWIN CITIES

AS TOLD BY

THE LECTURER

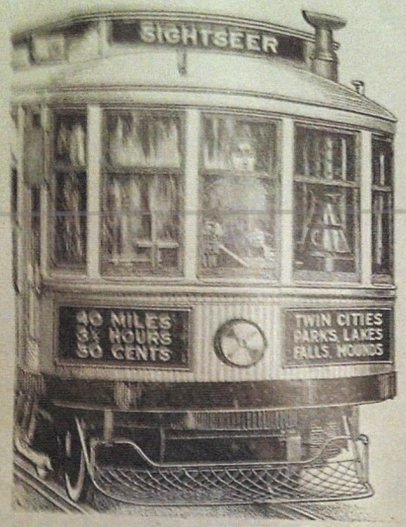
ON

PERSONALLY CONDUCTED

"SIGHTSEER" ELECTRIC CAR

TWIN CITY LINES

SEASON 1907

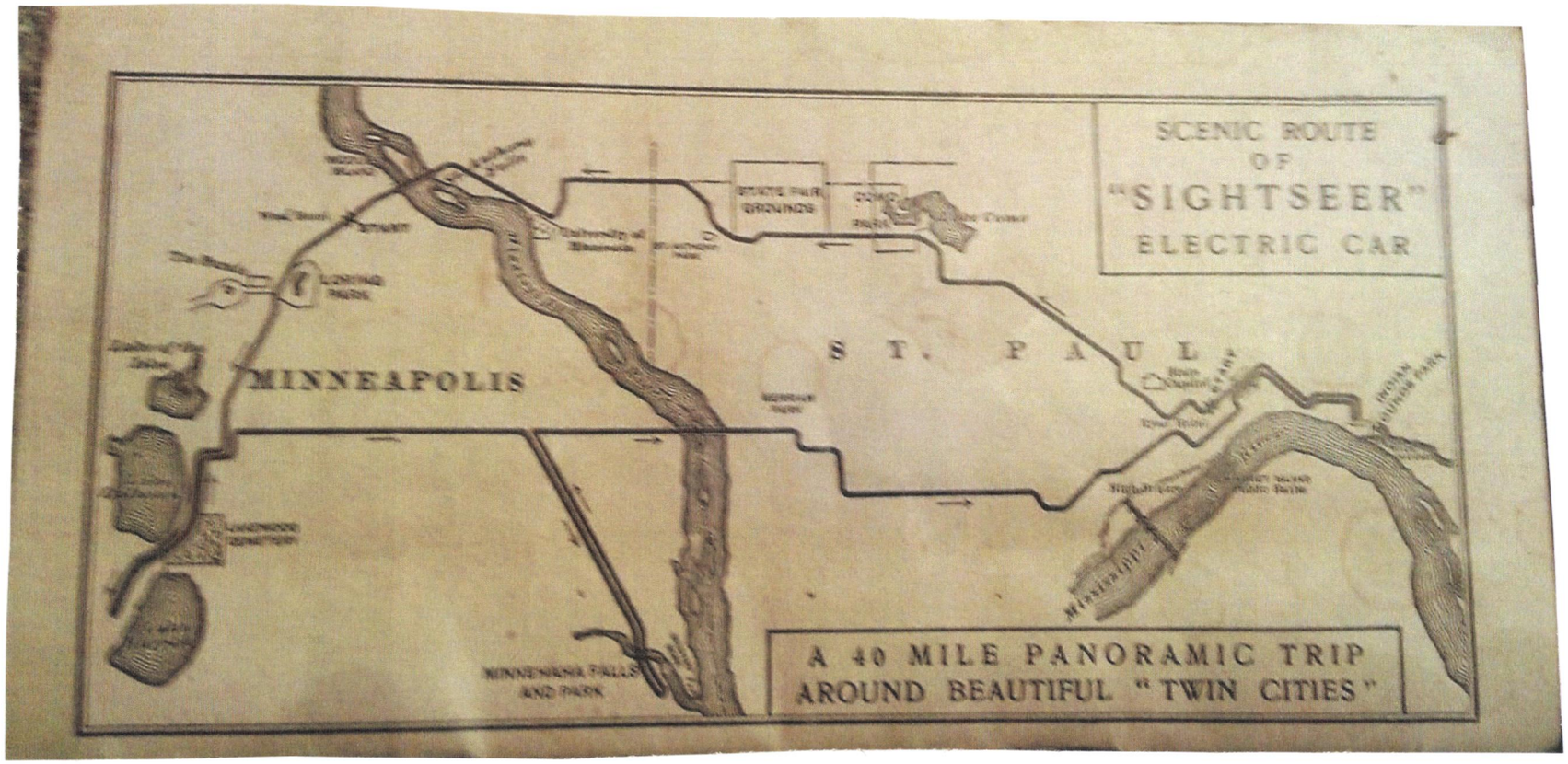


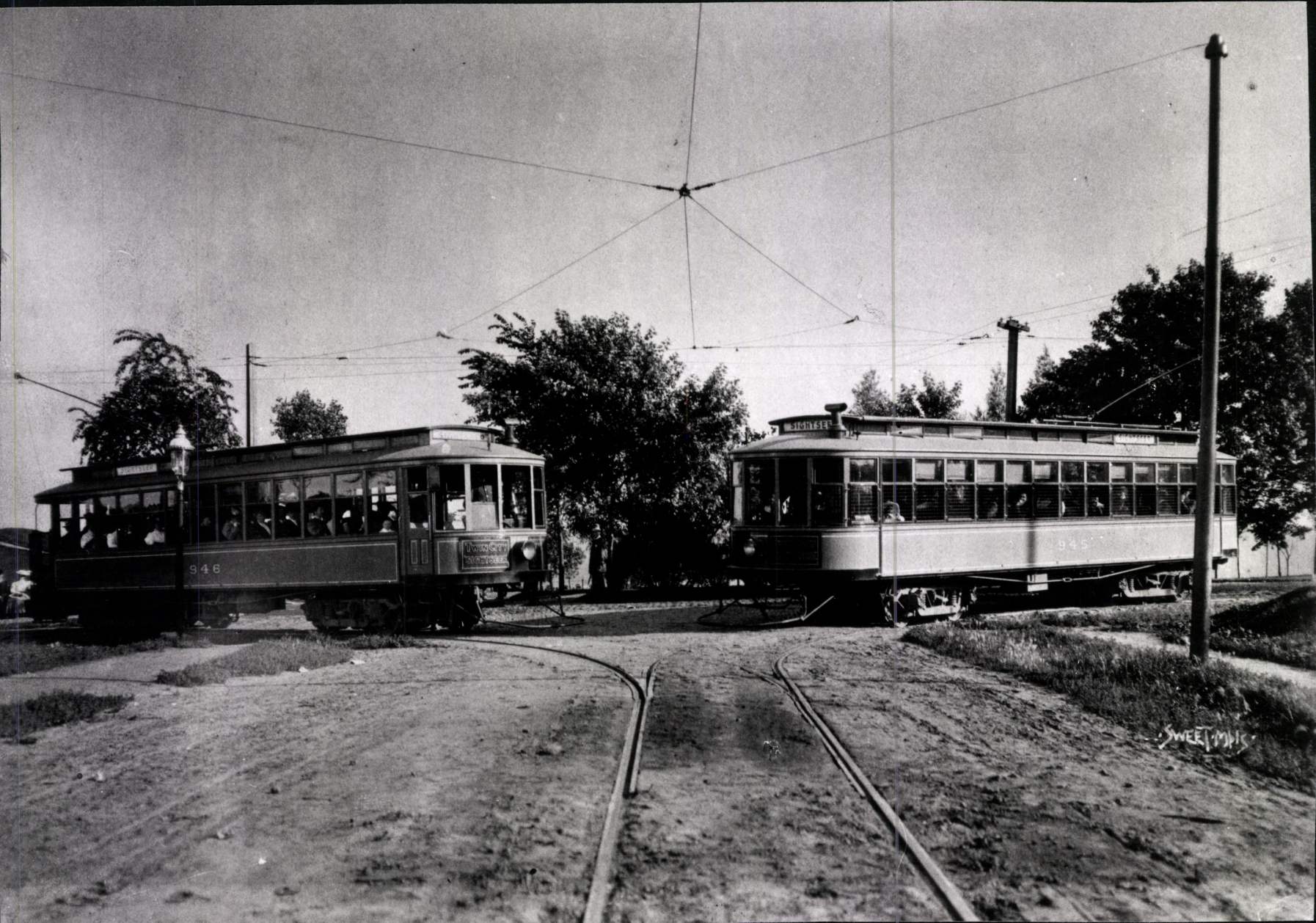
"Sightseer" Time Table

(Except Sundays and Holidays--Rain or Shine)

Leave Ryan Hotel St. Paul	8:40 am.	2:00 pm.
Arrive on return - -	12:10 pm.	5:30 pm.
Leave West Hotel Minneapolis	9:30 am.	2:50 pm.
Arrive on return - - -	1:00 pm.	6:20 pm.

Time 3½ hours. Distance 40 miles.
Fare 50 cents. No tickets required.
You pay on the car. Children full fare.


SCENIC ROUTE
OF
"SIGHTSEER"
ELECTRIC CAR
MINNEAPOLIS
ST. PAUL
STATE FAIR GROUNDS
MINNEHAHA FALLS AND PARK
A 40 MILE PANORAMIC TRIP
AROUND BEAUTIFUL "TWIN CITIES"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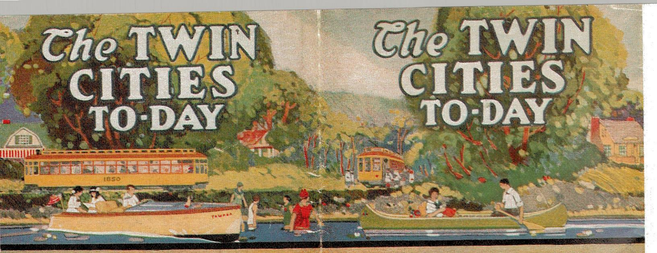
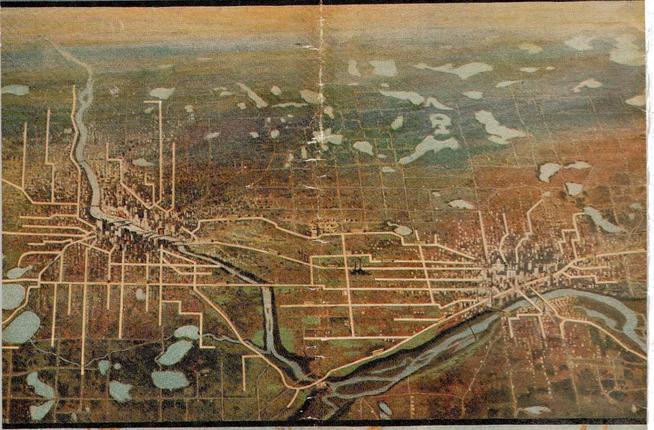
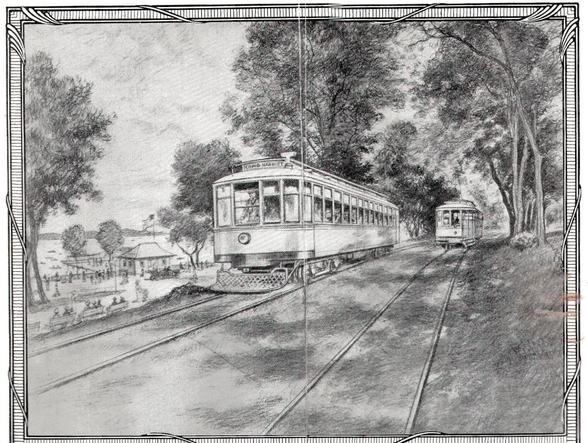




A GOOD WAY TO SEE THE TWIN CITIES



To the Visitor in the Twin Cities

THIS FOLDER, compiled for your special benefit, will tell you how to see the many beautiful and interesting places in and around Minneapolis and St. Paul comfortably, quickly and inexpensively. Where to go? How to go? How much will it cost? You'll find it all told herein. Perhaps it would be better to say: Here are some maps and hints telling how to enjoy sights and scenes which, in many respects, are not rivaled in all America. Here is a fresh-air guide to the busy, prosperous Twin Cities of Minnesota, which form a picturesque, progressive community not surpassed anywhere.

If you desire any additional information, telephone or write to the undersigned, who will take pleasure in serving you.

A. W. Warnock, General Passenger Agent, Twin City Lines, Minneapolis or St. Paul
Telephones—Minneapolis, N. W. Main 4580; T. S. 31 134—St. Paul, N. W. Cedar 2616; T. S. 23 173

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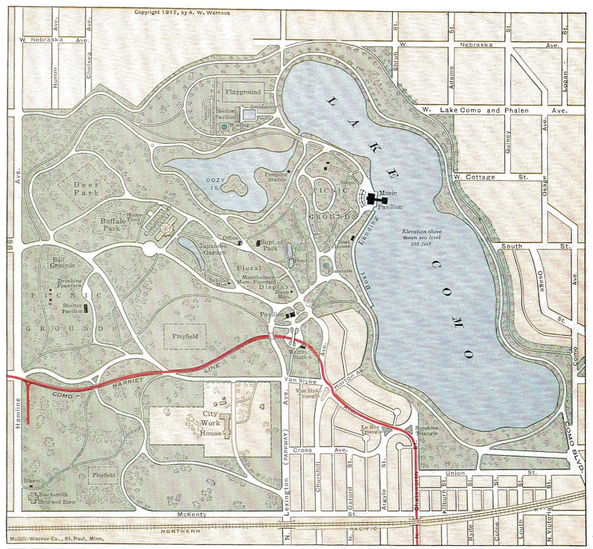
MINNEHAHA FALLS AND PARK, MINNEAPOLIS

COMO PARK AND LAKE COMO, SAINT PAUL



New maps of the two most beautiful parks in the beautiful Twin Cities
—Minnehaha Falls in Minneapolis and Como Park in St. Paul

LAKE MINNETONKA AND ITS FAMOUS FLEET OF SEVEN SWIFT STEAMBOATS

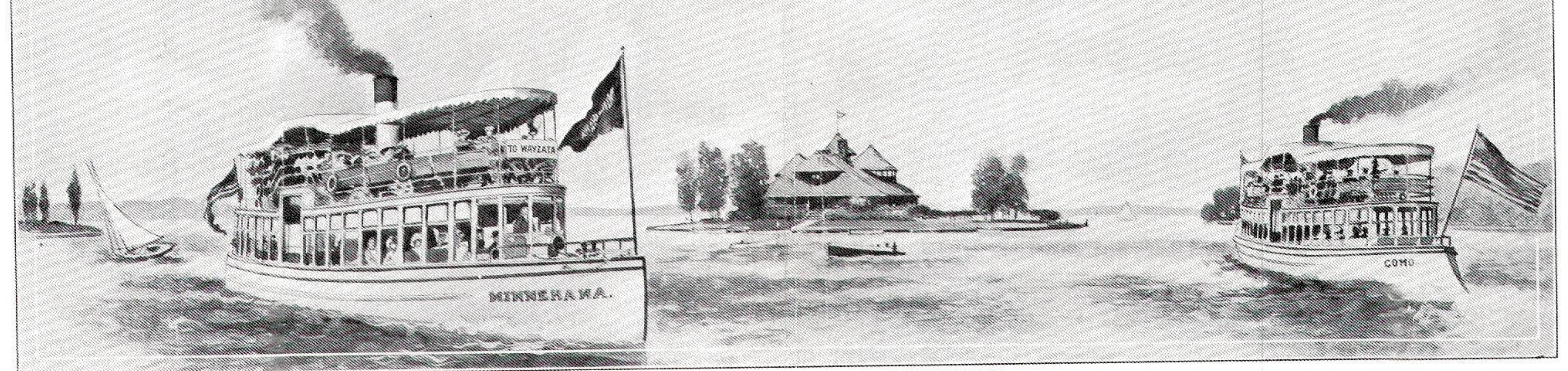
Electric Car Service of Twin City Lines

THE well-equipped Twin City Lines reach every point of interest in and around Minneapolis, St. Paul and Stillwater. The Company operates 444 miles of track, serving a populous area of 768 square miles. Its admittedly leading rank among American electric transportation companies has been won by providing the best equipment and the best service that money, skill and enterprise can produce.

Every known device for the rapid transportation of passengers in safety and comfort is employed. The tracks are unusually heavy and smooth. The large 47-foot Cars, built in the Company's own shops, are of the most modern and efficient construction. They are roomy, easy-riding, comfortable, and handsomely finished. They are mounted on heavy, double trucks, and provided with powerful motors, air-brakes, whistles and electric signal bells. Easy spring-cane seats accommodate 48 persons in each Car. Unusually large and deep windows with ingenious disappearing sash insure the freest circulation of air. There are no better equipped electric Cars in all the world than the big yellow Cars of Twin City Lines.

Four Interurbans Between Twin Cities

THE visitor may obtain a good idea of Twin City geography and enjoy much interesting sightseeing, by traveling back and forth between Minneapolis and St. Paul on the various Interurban lines. There are four of these, each with its own distinctive attractions—the Minneapolis & St. Paul, the Como-Harriet, the Selby-Lake and the Snelling-Minnehaha. The fare from city to city is 10 cents, collected in fares of five cents in each city, entitling the passenger to transfer at either end to any local line desired. Any point of interest can be reached from either St. Paul or Minneapolis as starting point. For instance, if you start from St. Paul to Lake Minnetonka, go to Minneapolis by any Interurban line and ask conductor for transfer to Lake Minnetonka. On return trip ask conductor on Lake Minnetonka Train for transfer to any Interurban line to St. Paul.



LAKE MINNETONKA STEAMBOATS PASSING MINNETONKA YACHT CLUB

Hopkins—"Half Way to Minnetonka"

Get a Hopkins Electric Train Time Table at Sixth Street Station, Minneapolis, from which Hopkins Trains leave. Trains for Lake Minnetonka, which stop at 9th Ave., Hopkins, also leave from this Station. Distance, 10 Miles. Fare—Each Way, 15 Cents

HOPKINS (population 4,000), "The Little City of Schools, Homes, Churches and Factories," lies in the center of a vast garden plot, extending from the Minneapolis City Limits to the shores of Lake Minnetonka, to which Minneapolis looks largely for its garden produce, small fruits and dairy products. Hopkins has an unusually good public school system, its High School of 1,000 pupils and 31 teachers being rated as the third best in Minnesota. In 1916, the factories of Hopkins turned out products worth $3,500,000 with a pay-roll of approximately $300,000. Good factory sites are still available with shipping facilities over three railroads. The little city has exceptional advantages as a residential suburb of Minneapolis. Many Hopkins men have their places of business in Minneapolis and make the daily trip back and forth, thus enjoying all the advantages of a large city with the added advantages of a country place. Wide avenues and well-kept, shaded streets with many modern homes give Hopkins a most attractive appearance. Hopkins is the home of the Hennepin County Fair, which is held every September. This is one of the best county fairs in the state and is held within Hopkins' village limits, on grounds which cost $25,000. The Hopkins Business Men's Association and the Women's Improvement League guide the destinies of Hopkins in matters civic and economic.

The Lake Minnetonka Trip—To Excelsior, Tonka Bay and Deephaven

Get a Lake Minnetonka Electric Train and Steamboat Time Table from folder rack in any Minneapolis hotel or railroad ticket office or at Sixth Street Station, 17 N. 6th St.

FROM MINNEAPOLIS—Take an Electric Train at Sixth Street Station. Distance—To Deephaven, 17 Miles; to Excelsior, 18 Miles; to Tonka Bay, 21 Miles. Time—To Excelsior or Deephaven, 46 Minutes; to Tonka Bay, 55 Minutes. Fare—Each Way, 25 Cents, or 20 Cents with transfer from any Minneapolis Local Line.

FROM ST. PAUL—Take a Selby-Lake or Snelling-Minnehaha Car and transfer to Train for Lake Minnetonka at Hennepin Ave., Minneapolis. Or take a Como-Harriet, or Minneapolis & St. Paul Car and transfer to Train for Lake Minnetonka at Sixth Street Station, Minneapolis. Fare—Each Way, 30 Cents, or 25 Cents with transfer from any St. Paul Local Line.

OF all the numerous trolley trips one may take in and about the Twin Cities, that to Lake Minnetonka is easily the most delightful. It is the one to be selected, when the visitor's time is short, for it not only takes him to that famous lake, but gives him many glimpses of the characteristic beauties of Minneapolis itself.

The route from Sixth Street runs out Hennepin Avenue. Loring Park with its picturesque 36 acres lies on one side, and The Parade with its public recreation fields of 68 acres on the other. As the train climbs Lowry Hill, there is a group of churches, each in its way a gem of ecclesiastical architecture, while on a triangle overlooking the Hill stands a notable bronze statue of the man from whom Lowry Hill takes its name. Soon the train skims along Lake Calhoun's edge, plunges through woodsy reaches, and flies along the bluff that overlooks Lake Harriet.

Now the train, leaving the city behind, speeds like an arrow over the 14-mile stretch of perfect track that leads to Excelsior. The panorama of meadow and hill and lake is so glorious that one begins to understand why it is called "The Line of Greenery and Scenery." The 80-pound rails laid in double tracks on a perfectly ballasted, private right-of-way, afford a path for the 300-horsepower, mile-a-minute train that makes riding a delight. It is a wonderful bit of engineering construction, with long straight stretches, and an occasional easy curve to turn the scenic page and give variety to the trip. Ten miles from Minneapolis the train passes the thriving village of Hopkins. From Excelsior Dock Station, where connections are made with Steamboats to and from principal Lower and Upper Lake points, the train passes through the business district of the village of Excelsior, skirts Gideons Bay, and runs to Wildhurst on the Upper Lake, where connections are made with Steamboats to and from principal Upper and Lower Lake points; then comes the run to Tonka Bay, the end of the line.

▪ ▪ ▪

THE Deephaven Line follows the route of the Excelsior-Wildhurst-Tonka Bay Line as far as Deephaven Junction, where it branches off to the right among the picturesque Minnetonka Hills to Deephaven on Carsons Bay. Directly opposite the terminal, on a little island, is the Minnetonka Yacht Club House. Trains connect at Deephaven with Steamboats to and from principal Lower and Upper Lake points.

A Scenic Belt Trip may be arranged thus: Go to the lake on the Deephaven Line; take a Steamboat trip around the lake; debark at Excelsior, and return to Minneapolis by the Excelsior Line.

Excelsior-on-Lake Minnetonka

EXCELSIOR (population over 1,000) was founded in 1853 by a colony of New Yorkers, and still maintains the high standards of citizenship established by its original settlers. It has paved streets, waterworks, electric light and power, steam and electric railroads and good docks for lake traffic. It has several good hotels and hundreds of cottages that rent at reasonable rates, as well as several churches, a grade school, and a High School recently completed at a cost of nearly $100,000.

Excelsior is naturally proud of its fine Commons, a strip of beautiful wooded hills and dales facing Excelsior Bay and Gideons Bay. The Commons were dedicated to the people by the original settlers and contain 13 acres of the most valuable land on Lake Minnetonka. A picnic crowd of 15,000 people can be entertained there with comfort. The Excelsior Commons are almost the only place on Lake Minnetonka where people have unlimited access to the shore and can enjoy bathing, fishing and kindred lake sports without charge. During the last week in July each year a pageant is given here, which draws thousands of spectators from the Twin Cities.

The Excelsior Commercial Club and The Woman's Club of Lake Minnetonka look after the welfare of the town. Excelsior is in the midst of a rich fruit-growing region. The Excelsior Fruit-Growers' Association, through which the fruit is handled, does an annual business of several hundred thousand dollars.

The Famous Minnetonka Steamboat Fleet

THE quick, pleasant, inexpensive way to skirt Lake Minnetonka's shores and enjoy its varied charms, is to embark on one of the seven speedy Steamboats that make up the absolutely unique Fleet owned and operated by Twin City Lines. These fast propeller Steamboats furnish rapid, regular transit between Electric Train terminals on the lake shore at Excelsior, Wildhurst, Tonka Bay and Deephaven, and all principal points on the Lower and Upper Lakes. The service is given every hour during the day in the season from May 15 to September 30 with clock-like regularity.

These Twentieth Century craft embody the best and latest ideas for comfort, safety, speed and beauty. They are named after places on Twin City Lines—Como, Excelsior, Harriet, Hopkins, Minnehaha, Stillwater, White Bear. Each Boat is 70 feet long with a 14-foot beam, has torpedo stern, can comfortably seat 120 passengers, and is so engined as to make 12 miles an hour with great steadiness in any weather. The upper deck is shaded by a canopy. These Steamboats are the embodiment of the latest ideas of marine architects for craft making quick trips and many stops.

THE route of the Steamboats extends from Zumbra Heights, down through the Upper Lake and the Narrows, into the Lower Lake, and thence from Excelsior along the South Shore to Wayzata, a distance of 22 miles. Keeping close to shore the entire distance, the Boats pass many beautiful islands and attractive cottage colonies, besides going through numerous pretty channels and bays. There is no pleasanter way to spend a morning or an afternoon than by cruising on one of these Steamboats. There are 27 Landings.

This reproduction of a 1917 era TCRT Twin Cities brochure is an authentic souvenir of the now restored Como-Harriet Streetcar Line in Minneapolis, Minnesota. The last surviving segment of the once sprawling Twin City Rapid Transit Company electric streetcar and interurban railway network, the line operates over the old right-of-way between Lakes Calhoun and Harriet during the summer months. The line was restored to service as an operating educational museum in 1971 by the Minnesota Transportation Museum in cooperation with the Minneapolis Park and Recreation Board.

INDIAN MOUNDS PARK, MINNESOTA'S CAPITOL, PHALEN PARK AND LAKES

In olden days Indians indulged in barbaric play there; now it is a delightful park of 40 acres, one of the most popular and picturesque spots on the Mississippi and a wonderful possession for the City of St. Paul. Over the entrance stands the legend, "Harriet Island Public Baths and Play Grounds, Owned and Protected by the People of St. Paul."

The baths were established in 1899 by Dr. Justus Ohage, Commissioner of Health, who conceived this beneficent project. Two pavilions, a cashier's office and bath house were erected. When the baths were turned over to the City in 1901, the cost of the improvements was $12,000. The money was subscribed by the people of the City, $700 being contributed in penny gifts by the school children.

Today there are 14 buildings on the Island, and the total cost is placed at about $145,000. The structures include boys' and girls' bathing houses, two large pavilions, nursery, laundry, summer kitchen, and band stand. There are excellent playgrounds, including gymnasiums for boys and girls, baseball grounds, tennis courts, swings and chutes. A German village and a menagerie are among the attractions. Each Fourth of July thousands of children march to the Island, and, under the care of St. Paul business organizations, hold a safe-and-sane celebration.

How great the success of these baths has been is shown by the numbers that throng them—sometimes as many as 10,000 in a day. On summer evenings the brilliant lights, the band music, and the crowds make the Island gay. Upon the Island stands a memorial fountain which was dedicated to Dr. Ohage, July 1, 1908, and which was erected by Dr. Ohage's friends in grateful appreciation of his services to humanity.

The fountain bears this inscription:

> *"In the health of a people lies the strength of a nation."*

The High Bridge, spanning the river just North of the Island, is 2,773 feet long and 200 feet above the water. Height and length considered, it is one of the great bridges of America.

Indian Mounds Park

FROM ST. PAUL—Take a Rondo & Maria Car for Indian Mounds Park. Fare—Each Way, 5 Cents.

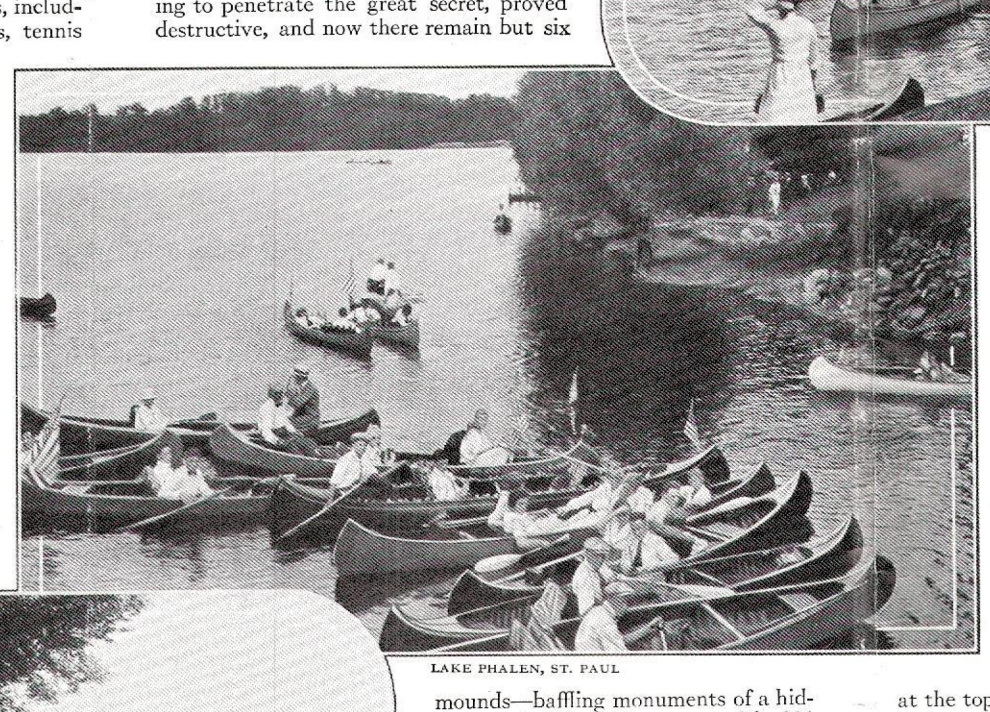
FROM MINNEAPOLIS—Take any Interurban Car and transfer in St. Paul. Fare—Each Way, 10 Cents.

MYSTERY shrouds the origin of the great earthworks on the high bluff at the bend where the Mississippi River turns Southward from St. Paul. They are called Indian Mounds; but the Indians said: "Our fathers found them there when they first possessed the land." There were 16 mounds originally, but archaeologists, seeking to penetrate the great secret, proved destructive, and now there remain but six mounds—baffling monuments of a hidden past! The highest mound is 931 feet above sea level.

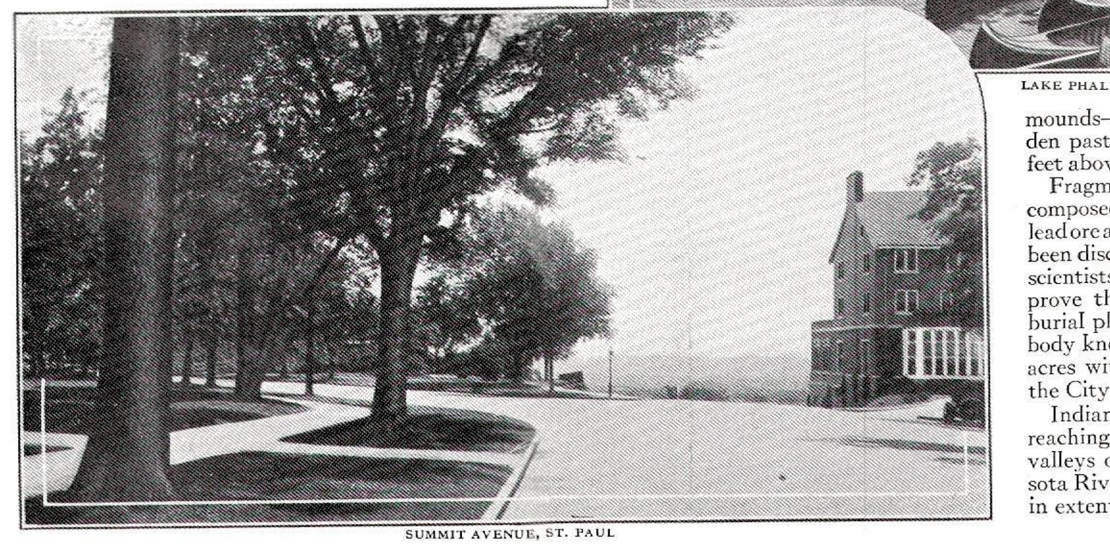
Fragments of pottery, flint chips, decomposed human bones, mussel shells, lead ore and perforated bears' teeth have been discovered in the mounds. Some scientists hold that these discoveries prove the mounds to have been the burial places of great chiefs. But nobody knows. The park, embracing 70 acres with 3.7 miles of fine drives, cost the City of St. Paul $170,756.

Indian Mounds Park commands far-reaching prospects of the hill-rimmed valleys of the Mississippi and Minnesota Rivers, such as are hardly equalled in extent anywhere in America.

LAKE COMO, ST. PAUL



LAKE PHALEN, ST. PAUL



SUMMIT AVENUE, ST. PAUL

Minnesota's State Capitol

Open Every Day Except Sundays and Holidays from 9 A. M. to 5 P. M., on Saturdays from 9 A. M. until Noon. Guides furnished to visitors.

FROM ST. PAUL—Take any Car going North on Wabasha St. to Capitol. Fare—Each Way, 5 Cents.

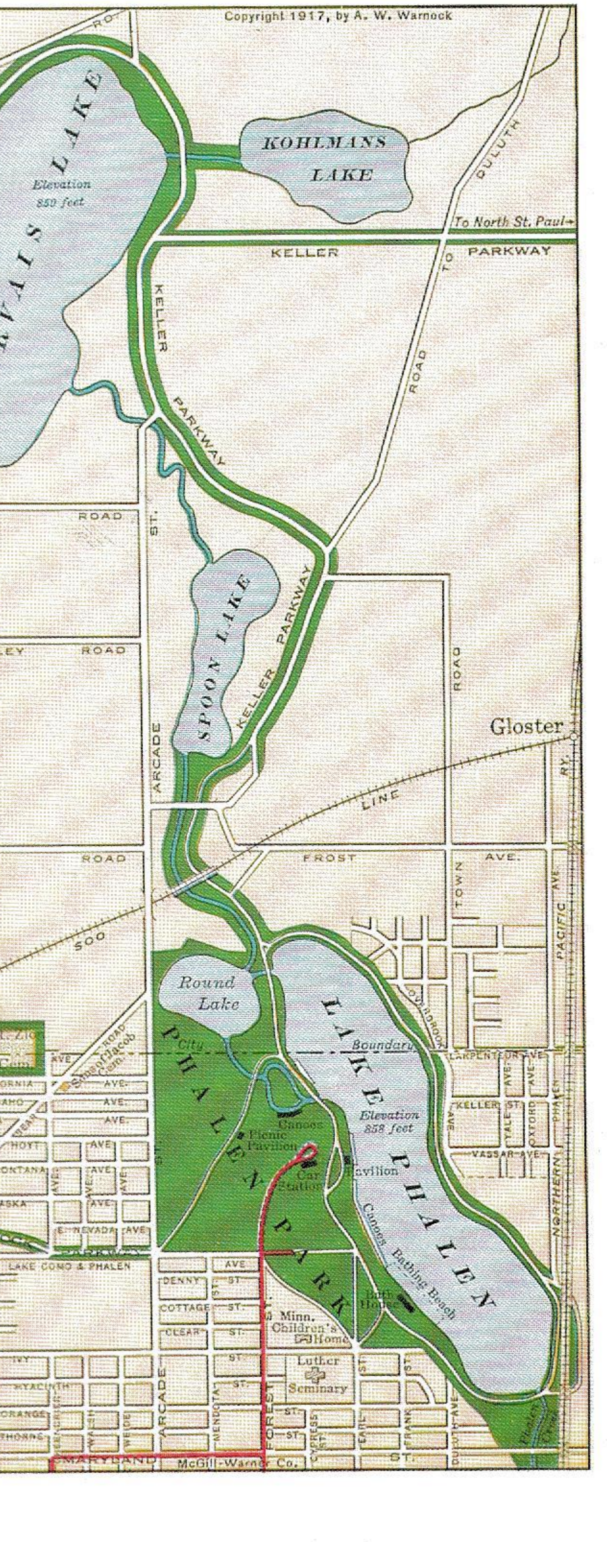
FROM MINNEAPOLIS—Take a Como-Harriet or St. Paul & Minneapolis Car. Fare—Each Way, 10 Cents.

"When its white dome first swims into view there is a shock of surprise, then a rapidly growing delight in its pure beauty, and as one studies the building, inside and out, the surprise and the delight increase. One leaves it with regret and with the hope of return, and it takes its place in one's memory with other works of art that have made a deep impression. It is, henceforth, one of the elements of one's artistic culture."

MINNESOTA'S wealth and progress are typified in the magnificence of her State Capitol. Built on an eminence 200 feet above the level of the Mississippi, it is surmounted by a white dome which, with its golden ball at at the top, can be seen for many miles in any direction. The superstructure is of Georgia marble, with base of gray Minnesota granite, and the building, set in green sloping lawns, gives an unforgettable impression of massiveness, combined with rare purity and delicacy in design.

It is the premier of State Capitol buildings in America. In architectural design and internal beauty its only public building competitors are the National Capitol and the Congressional Library in Washington, and the Public Library in Boston.

The dome, which is 220 feet high, rivals that of St. Peter's at Rome in impressiveness. At the base is a golden quadriga, "The Progress of the State," by Daniel Chester French and Edward C. Potter. The figure of "Prosperity" stands in a triumphal car, bearing in one hand the horn of plenty and in the other a banner with the symbols of State. On the front terrace is a statue of John Albert Johnson, native Minnesotan and thrice elected Governor, who died while in office. This statue was raised to his memory "By 100,000 of His Friends."

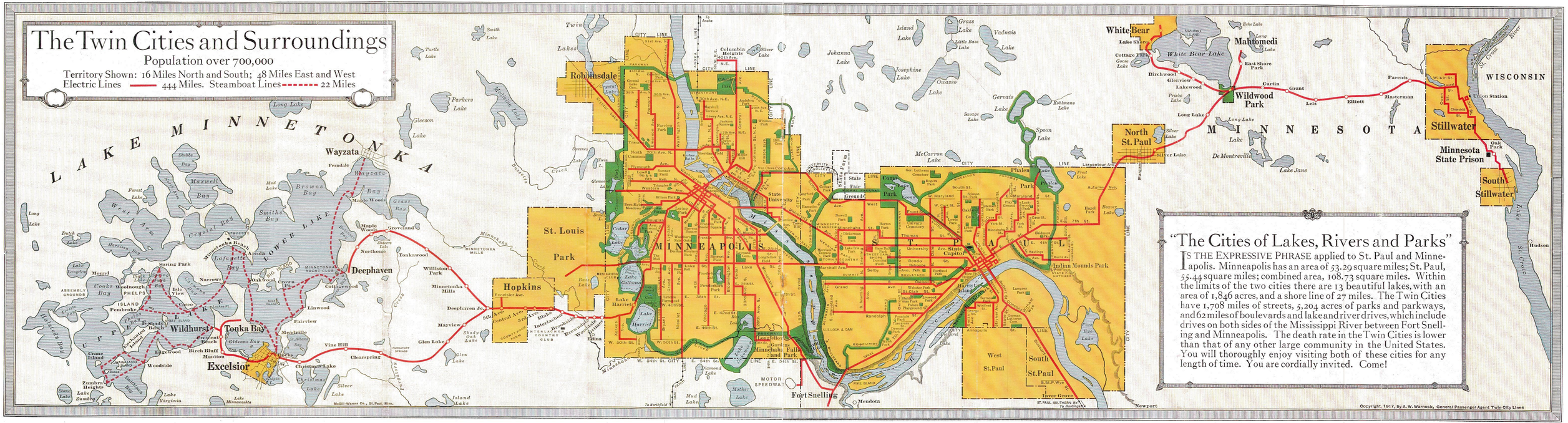


The Twin Cities and Surroundings

Population over 700,000

Territory Shown: 16 Miles North and South; 48 Miles East and West

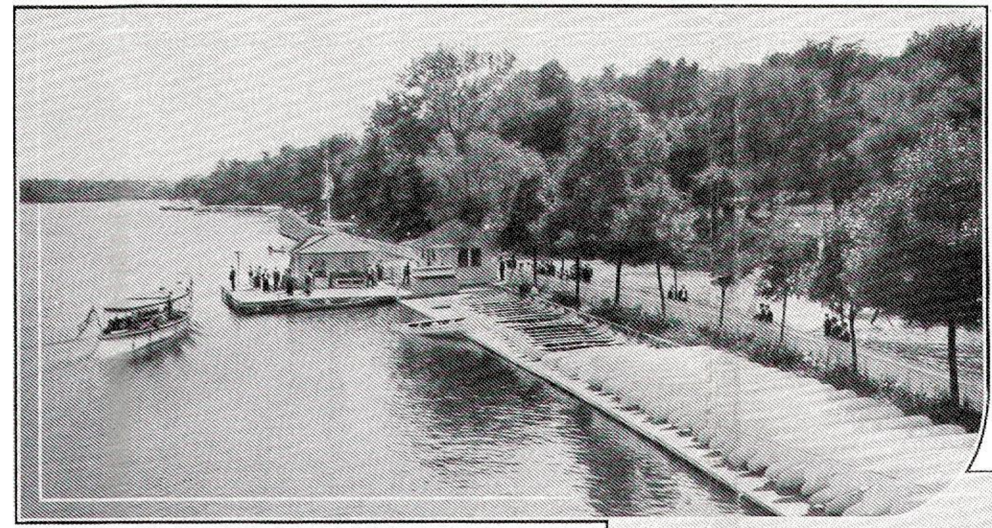
Electric Lines ——— 444 Miles. Steamboat Lines - - - - - 22 Miles



"The Cities of Lakes, Rivers and Parks"

IS THE EXPRESSIVE PHRASE applied to St. Paul and Minneapolis. Minneapolis has an area of 53.29 square miles; St. Paul, 55.44 square miles; combined area, 108.73 square miles. Within the limits of the two cities there are 13 beautiful lakes, with an area of 1,846 acres, and a shore line of 27 miles. The Twin Cities have 1,708 miles of streets, 5,204 acres of parks and parkways, and 62 miles of boulevards and lake and river drives, which include drives on both sides of the Mississippi River between Fort Snelling and Minneapolis. The death rate in the Twin Cities is lower than that of any other large community in the United States. You will thoroughly enjoy visiting both of these cities for any length of time. You are cordially invited. Come!

Copyright, 1917, by A. W. Warnock, General Passenger Agent Twin City Lines


LAKE HARRIET, MINNEAPOLIS

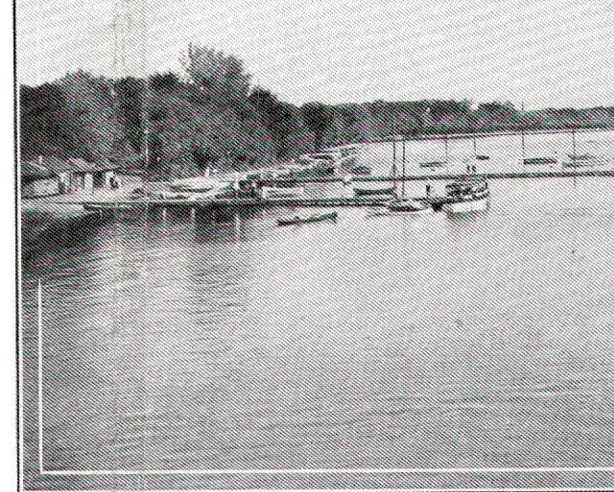
tablets. One was placed there by the Society of Colonial Dames of Minnesota in 1909, the inscription reading:

"To honor the memory of Zebulon Montgomery Pike, 1st Lieutenant, U. S. A., who, on Sept. 23, 1805, acquired for the Government, by treaty with the Sioux Nation, the site of Fort Snelling."

The other tablet erected by the Old Trails Chapter of Daughters of American Revolution, reads as follows:

"Colonel Henry Leavenworth.—In appreciation of the services of his command, the Fifth Infantry, U. S. A., who in 1819 were the first soldiers to occupy this Reservation, first called St. Anthony."

At Fort Snelling the first marriage ceremony in Minnesota was performed, the first white child born, the first school taught, and the first church service held. Fort Snelling is picturesque and unique. It is equi-distant from Minneapolis and St. Paul.


LAKE CALHOUN, MINNEAPOLIS

Phalen Park and Lakes—

FROM ST. PAUL—Take a Phalen Park Car for Phalen Park. Fare—Each Way, 5 Cents.
FROM MINNEAPOLIS—Take any Interurban Car and transfer in St. Paul. Fare—Each Way, 10 Cents.

NATURE was in her happiest mood when she planned the Phalen group of lakes. Surrounded by hills of rounded contour, whose surfaces are dotted with bits of primeval forest, are five lakes of Arcadian delight. A trip by canoe from one lake to another, through the famous waterway canal, with portages through winding ravines lined with willow trees, makes a memorable outing. In the middle of the waterway, as it leads away from Phalen Lake, is a little island. It is a surprise to find so charming a bit of the wilderness within easy reach of civilization, as the meandering stream connecting Phalen with her sister lakes.

Phalen, Round, Spoon, Gervais and Kohlmans Lakes, formerly utilized to supply a portion of St. Paul's fine spring water system, have now been definitely devoted to recreational purposes. That the plan is popular is shown by the fact that there are 747 private canoes and rowboats as well as 12 private motor boats on Phalen Lake, which has a shore line of 3.23 miles. Fifty canoes and 94 rowboats are also offered for hire by the St. Paul Park Commission, making a total of 903 craft of all kinds on the lakes.

Work is under way to link the lakes. A connecting 50-foot channel will be made deep enough for motorboats. With graceful bridges and electric illumination all the way, it will be a wonderful waterway worthy of Venice. Boulevards will skirt the lakes for about 20 miles.

Phalen Park, embracing 465 acres (249 acres water, 216 acres land), is St. Paul's newest park, but bids fair to become the most popular. From 10,000 to 12,000 persons have been known to enjoy it on a summer Sunday. Unnumbered picnics have been given in its sylvan glades. There is a commodious picnic kitchen and shelter as well as a handsome brick waiting station and refectory. A new bath house and well-appointed sandy beach is always a great attraction. The bath house is of brick, concrete and stucco, cost $40,000, and can accommodate 40,000 bathers a day. Boulevards and walks leading all through the park offer inviting excursions to those who enjoy hiking. The playgrounds are well equipped with swings, ball and tennis grounds. There are three miles of drives within the park limits. Every evening, except Monday, in the summer season, in the grove near the pavilion on the lake shore, there is a band concert. There is good fishing in all the lakes.

Glenwood Park and Glenwood Lake

FROM MINNEAPOLIS—Take a Glenwood Park Car. Fare—Each Way, 5 Cents.
FROM ST. PAUL—Take any Interurban Car and transfer in Minneapolis. Fare—Each Way, 10 Cents.

THIS is the largest park in the Minneapolis system, consisting of 678 acres of rolling, partly open meadow lands, and wooded hills and glens. Glenwood Parkway, which is a part of the Grand Rounds, winds its way through the meadows and over the hills of the park, while bridle paths and walks afford access for equestrians and pedestrians to the endless natural attractions of the City's finest recreation grounds.

Glenwood Lake has an area of 38 acres, and lies in the center of the park, which is one and three-quarters miles long and nearly half a mile wide. The present nine-hole golf course will soon be enlarged to an 18-hole course. Its attractions and appointments are ideal. The new bathing beach and bath house will accommodate 1,500 persons.

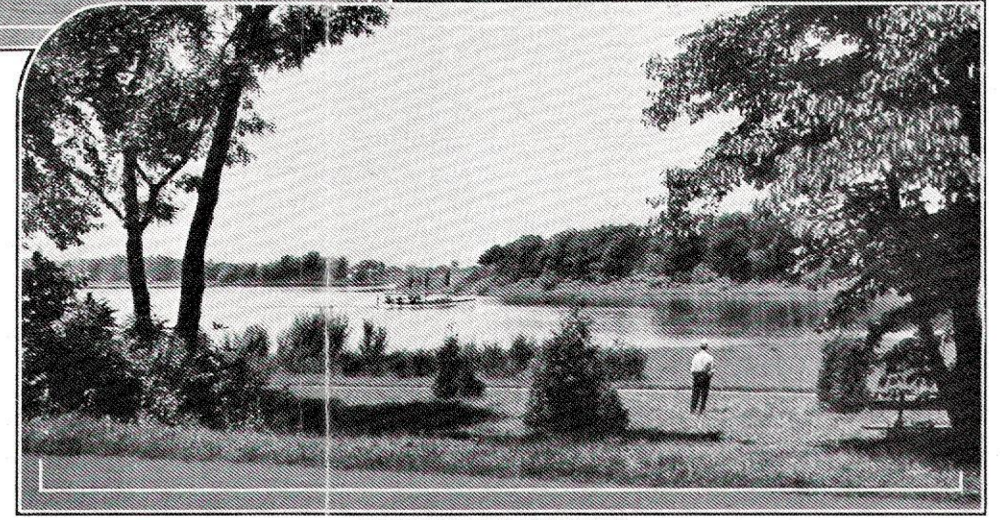
About 30 acres of the park have been set aside for a wild flower garden, where native and hardy plants of all descriptions are preserved for plant lovers and students of botany. Camp fireplaces are established all over the park, where campers are permitted to cook and prepare their meals and enjoy the pleasures of outdoor life.

Glenwood Park is well worth a visit, is less than two miles from the business center of the city, and is easily reached by the Glenwood Park Line.

Harriet Island's Free Public Baths

FROM ST. PAUL—Take a West St. Paul Car (Fare—Each Way, 5 Cents) and get off at the farther end of the Wabasha Bridge, where there is an entrance leading to Harriet Island, in the middle of the Mississippi River.
FROM MINNEAPOLIS—Take any Interurban Car and transfer in St. Paul. Fare—Each Way, 10 Cents.

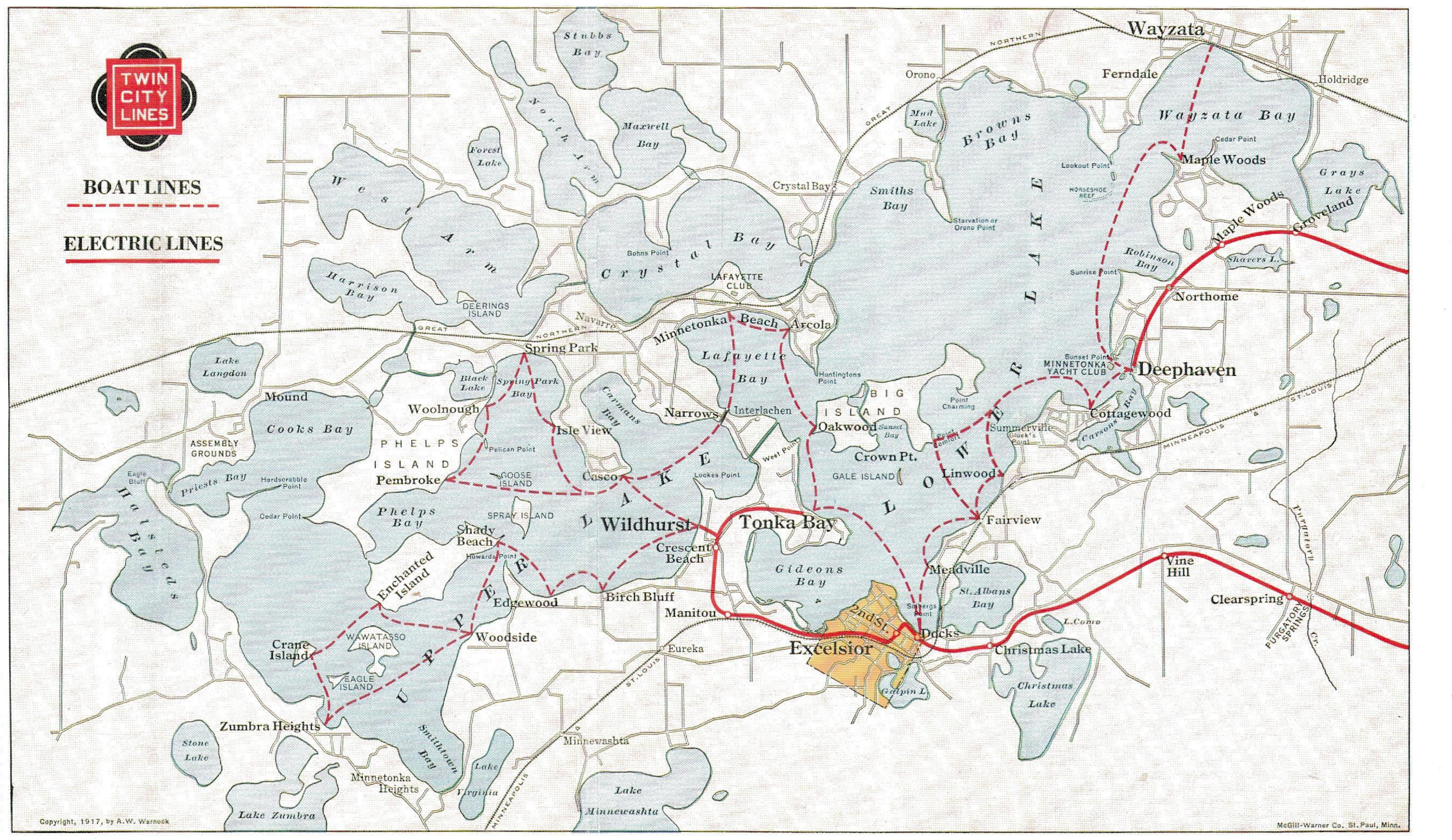
ON Harriet Island—named after Mrs. Harriet E. Bishop, who in 1847 opened the first Sunday School in St. Paul—the City of St. Paul maintains Free Public Baths, which in an average season draw a total attendance of nearly 250,000 men, women and children.


LAKE OF THE ISLES, MINNEAPOLIS

MINNETONKA in the Dakota language means "Big Water"—which doubtless seemed a highly appropriate name to Joseph R. Brown, when in 1822 he paddled a canoe up Minnehaha Creek from the Falls, a distance of 25 miles, and thus became the first white man to look upon Minnetonka's rippling surface. It *is* a big water, as these figures show: Total area, 21.6 square miles; greatest navigable length for steamboats, Wayzata to Mound, 13.2 miles; greatest width, Deephaven to Crystal Bay, 2.7 miles; total shore line, 125.3 miles, of which 13.9 miles is island frontage. The Upper Lake, with a shore line of 42.1 miles, is the largest part, while the Lower Lake has 33.6 miles, and Big Island in its midst has six miles. There are 14 islands in all, of which Phelps Island in the Upper Lake is the largest. There are 24 distinct bays.

WHERE the City of Saint Paul stands, there has always been a town—for here was the Indians' Capital, before the white man came. They called it "Im-in-i-ja-ska" (White Rock). The adventurous Franciscan priest, Father Louis Hennepin, voyaging up the Mississippi, stopped here in 1680, the first white visitor. It was nearly a century (1766) before Jonathan Carver, the Connecticut Yankee, became the second. In 1838 came Pierre Parrant, a French-Canadian voyageur, and founded St. Paul, but it was not until three years later that the village was christened, taking the name of its little chapel. In seven years it outstripped its rival, Mendota, at the confluence of the Mississippi and the Minnesota, and became the head of navigation and the chief trading post of the region. In 1849 the village with 840 population was organized and became the Capital of the new Territory of Minnesota, which was admitted to the Union as a State, May 11, 1858. On March 4, 1854, the City of St. Paul was incorporated.

FATHER HENNEPIN journeyed on 10 miles and discovered the cataract he named the Falls of Saint Anthony, but it was not until 1839 that the history of Minneapolis began here with the organization of the Village of St. Anthony, now the East Side of Minneapolis. The land on the West Side was not opened for settlement for some years, and not till 1848 did white men settle there. When the settlements on the two sides were united, they took the name of Minneapolis—from "Minne" (Dakota for water) and "polis" (Greek for city), the City of Water. On Feb. 6, 1867, the City of Minneapolis was incorporated.



Minneapolis Tribune (1867-1908); Jun 27, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-
pg. 11

SEEING TWIN CITIES

Street Railway Company Issues an Elaborate Folder Which Tells How to Get Around.

The most elaborate folder advertising literature yet published concerning the Twin Cities and their many beautiful lakes, parks, resorts and environs, has been given out by the Twin City Rapid Transit company. Its function, as outlined in the preface, is to tell the reader how to see the Twin Cities intelligently and inexpensively in the least possible time.

The publication is in convenient folder shape of 48 pages and it is called "Twin City Trolley Trips" with a beautiful colored cover showing a Lake Minnetonka car on its first fast trip along "The Great White Way" as the line from Lake Harriet to Minnetonka has been christened.

No expense has been spared to make the folder worthy of preservation. The highest quality of paper has been used which brings out the many engravings beautifully, and a great many chart maps, drawn to scale, show one exactly how to go about seeing the trips outlined on his own account. The Piece de Resistance of the folder is a splendid four color topographical panoramic map in the center, which is the most intelligent map the Twin Cities have ever had. This map includes all the lines of the Twin City Rapid Transit company from Stillwater on the right up to and including all of Lake Minnetonka on the left, a distance of over 60 miles and about 16 miles wide.

The wonderful waterways of this favored section are brought out strikingly and the Twin City lines are shown in fine style. Besides, all the lakes, parks, resorts and the main points of interest such as the capitol, university, public baths, flour and saw mills and all the colleges and universities are located on the map. The map fulfills the idea of a pretty picture, still giving a satisfactory idea of all the region round about the two cities.

The Twin City passenger department has arranged to print the map on heavy cardboard for framing purposes and there is no doubt it will be a popular publication.

Display Ad 7 -- No Title
Minneapolis Tribune (1867-1908); May 20, 1907;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 3

FREE MAPS AND GUIDES.

LAKE MINNETONKA PICTURE MAP—Most attractive map ever drawn of beautiful Lake Minnetonka and surrounding country. Printed in colors in folder form, 9x40 inches. Very acceptable and interesting publication. Mailed to any address on receipt of 4 cents in stamps.

TWIN CITY PICTURE FOLDER—Handsomest publication of information concerning Minneapolis and St. Paul. Printed in colors, on finest paper in highest art, 48 pages. Tells how to see and enjoy Twin Cities. Also includes large colored panoramic map of Twin Cities, their famous lakes, parks and resorts. Mailed to any address on receipt of 6 cents in stamps.

General Passenger Agent.
"Twin City Lines," Minneapolis, Minn.

Display Ad 16 -- No Title
Minneapolis Morning Tribune (1909-1922); Aug 2, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

JUST ISSUED!

Best Map Ever Issued of Lake Minnetonka

The "Twin City Lines" has just received from the best map makers in the United States, a new 12-page map folder entitled "Beautiful Lake Minnetonka."

Six pages of this folder are devoted to the finest map of Lake Minnetonka ever issued for popular use. It measures 12x18 inches and folds conveniently for the pocket. It is printed in four colors and is drawn from the latest War Department Survey. All reefs, bars and waterways in and around the lake are shown, the depth of the water around the shoreline and all roads, paths and location of houses.

Copies of this folder may be had for the asking, without charge, at Ticket Office of "Twin City Lines," 17 N. 6th St., Minneapolis, on and after Tuesday, August 3rd. If you can not find it convenient to call at Ticket Office, we will mail a copy to any address on receipt of 4 cents in stamps.

TWIN CITY LINES

The map makers have made us an A No. 1 map—not a pretty good map—but a map that is 100 per cent good. It is a first-class production of the map making art and one that does credit to "Beautiful Minnetonka." Get one.

A. W. WARNOCK, G. P. A., "Twin City Lines" Minneapolis.

Display Ad 6 -- No Title
Minneapolis Morning Tribune (1909-1922); May 23, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

Fine New Map of Lake Minnetonka

We have just received from the best map makers in the United States, our new 16-page map folder, entitled "Beautiful Lake Minnetonka."

Six pages of this folder are devoted to the finest map of Lake Minnetonka ever issued for popular use. The map is 12x18 inches in size, is printed in four colors and is reproduced from the latest Government Survey.

All reefs, bars and waterways in and around the lake are shown, as well as the depth of water around the shoreline, and all roads, paths and location of houses.

A copy of this folder, which also contains much valuable information about the Lake and how to enjoy it, will be mailed to any address on receipt of 4 cents in stamps to cover mailing.

A. W. Warnock, General Passenger Agent "Twin City Lines," Minneapolis.

Display Ad 67 -- No Title
Minneapolis Morning Tribune (1909-1922); Jun 4, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 15

2 Fine Map Folders for Twin City Visitors

"HOW TO SEE THE TWIN CITIES"

Handsomest Folder of Information about Minneapolis and St. Paul. Printed in four colors, on finest paper, in highest art—48 pages. Tells how to see and enjoy all the interesting sights of the Twin Cities in the least possible time and at the least possible expense.

Has 30 beautiful pictures, as well as the first practical maps ever published of Minnehaha Falls, Fort Snelling and State University. A special feature is a new, large, colored map of the Twin Cities and their environs, showing their famous Lakes, Rivers and Parks, as well as Railroads and Main Wagon Roads. The best map yet issued for the Twin Cities.

"LAKE MINNETONKA"

Six pages of this 16-page folder are devoted to the finest map of Lake Minnetonka ever issued for popular use. The map is 11x17 inches in size, is printed in four colors and is reproduced from the latest Government Survey.

A copy of each of these publications will be mailed to any address on receipt of 6 cents in stamps to cover mailing

A. W. Warnock, General Passenger Agent "Twin City Lines," Minneapolis.

TWIN CITY RAPID TRANSIT COMPANY CREATES A DEPARTMENT FOR THE ENCOURAGEMENT OF EXCURSION TRAFFIC

A systematic effort is to be made by the Twin City Rapid Transit Company, operating in Minneapolis and St. Paul, and between those cities, to bring to the attention of the residents of that territory and also to visitors, the natural splendors available by means of the company's lines. In order to do this, a new department of the company has been created, to be known as the traffic department, in charge of which has been placed A. W. Warnock. The company's lines from Stillwater to Minnetonka abound with beautiful scenic waterways and resorts, and here is the beautiful view from Fort Snelling bridge, picturesque Minnehaha glen, pretty Como Park, Calhoun, Harriet and White Bear Lakes. And then there are rides from Stillwater to Lake Minnetonka. With a fleet of nine swift steamers on Minnetonka, the company will soon be in a position with its rail and lake lines to attract all the summer cottagers and make all-year-round cottagers of them, and will appeal most strongly to parties whether large or small to visit "the big lake" and enjoy its beauties. The company will makes its plans so attractive that Sunday Schools, lodges, societies and private parties will consider it an opportunity to make use of the lines. Chartered cars are to be popularized, and tours are to be arranged for parties which woud enjoy traveling exclusively, and yet economically.

A.W.Warnock Resigns Street Railway Post
Minneapolis Morning Tribune (1909-1922); Jun 29, 1919;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 10

A.W.Warnock Resigns Street Railway Post

General Passenger Agent to Enter Private Business Early in Fall.

Horace Lowry, president Twin City Rapid Transit company, yesterday announced the resignation of Arthur W. Warnock as general passenger agent. Mr. Warnock has been general passenger agent of Twin City Lines for nearly 14 years and is leaving the street railway to go into business for himself. He will remain with Twin City Lines until early in the fall.

Before entering the street railway service Mr. Warnock was for three years advertising manager of the Omaha railroad and for nine years was a member of the editorial and advertising staffs of the Minneapolis Journal.

Mr. Warnock was one of the organizers of the Publicity club of Minneapolis, which was later merged into the Minneapolis Civic & Commerce association, and was its first president, from 1907 to 1909. It was under his leadership that the ornamental street lighting system of Minneapolis was conceived and first installed on Nicollet avenue from Washington avenue to Ninth street in 1908.

Among the notable civic functions with which Mr. Warnock has been connected was the "Linking of the Lakes," a park board project which had been under way several years. By virtue of his unanimous election by the clubs of the city as president of the Minneapolis Civic Celebration association, Mr. Warnock was foremost in planning and managing the seven-day celebrations of the event during the first week of July, 1911.

SEE THE TWIN CITIES
Minneapolis Tribune (1867-1908); Feb 8, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

SEE THE TWIN CITIES

TWIN CITY RAPID TRANSIT CO. HAS NEW DEPARTMENT.

A. W. Warnock Appointed General Passenger Agent, and He Will See That People See That Local People See Beauties of Home First.

"See the Twin Cities first!"

In line with the popular movement on the part of transportation companies throughout the United States to "see America first," the Twin City Rapid Transit company proposes to spread the gospel of seeing the Twin Cities first and to educate permanent residents as well as the great floating population of visitors to see the beauties of the Twin Cities and enjoy what nature has done for them. To that end a general passenger department has just been launched to take care of this special traffic, and General Manager Willard J. Field has announced the appointment as general passenger agent of A. W. Warnock.

The company's lines from Stillwater to Minnetonka probably include as beautiful scenic waterways and resorts as can be found in the world, and it is the intention to make the new department educational and point out what the company's lines offer and in creating and developing the vast volume of transient business which goes through this Northwestern gateway.

Where, for instance, can a more beautiful view be had than from Fort Snelling bridge? Where is there a more picturesque spot than Minnehaha Glen? A prettier resort than Como Park, or more exquisite water than Calhoun, Harriet or White Bear, or more invigorating trolley rides than to Stillwater and Lake Minnetonka over new double tracks just laid —"sootless, dustless, smokeless and 'cinderless,'" at that.

With a fleet of nine swift steamers on Minnetonka the company will soon be in position with its rail and lake lines to attract all the summer cottagers and make nearly all-year-around cottagers of them, and will appeal most strongly to parties whether large or small to visit "the Big Lake" and enjoy its beauties.

The company will make its plans so attractive that Sunday-schools, lodges, societies and private parties will consider it an opportunity to make use of the lines.

Chartered cars are to be popularized, and tours are to be arranged for parties which would enjoy traveling exclusively and yet economically.

Western roads bringing personally conducted parties to the cities have signified their wish to include the Twin Cities in their itineries, and the company hopes to do some strong educational work for the Twin Metropolis in a way that has never been attempted before.

The Twin City Rapid Transit company has never been in such a position to take care of this business, and a strong bid will be made not only to accommodate strangers but to develop the trolley habit in those who have never seriously considered how much they can enjoy themselves at home in these delightful summer resort cities.

The company has planned to illuminate its entire double track from Thirty fourth street to Minnetonka with electric lights each having a power of 550 watts. They will be placed 200 feet apart, and will be made in such a manner that they will not be glaring. They will be shaded so that they will be brighter 100 feet away than immediately underneath. The line will then be known as "The Great Electric White Way." A large number of lights will make the Excelsior terminal the brightest spot on the lake.

The street railway company has two objects in perfecting these improvements, first to make it safe to maintain a high rate of speed near the crossings, and secondly, as an advertising medium.

Display Ad 14 -- No Title
Minneapolis Tribune (1867-1908); Jul 14, 1908;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

Street Car Information For Visitors in Twin Cities

TWIN CITY LINES

How Nickels and Dimes Can Entertain Visitors and Show Them the Many Beautiful Parks, Lakes and Places of Interest in and Around Minneapolis and St. Paul as Well as Their Desirable Residence Section.

PLACES TO VISIT	CAR TO TAKE	FARE
LAKE MINNETONKA Big Island Park Tonka Bay Hotel Excelsior Deephaven	"Lake Minnetonka" "Excelsior Limited" "Excelsior Excursion" "Deephaven"	25c
STILLWATER Minnesota State Prison	Take any Interurban Car and Transfer in St. Paul.	35c
WHITE BEAR LAKE Wildwood Mathomedi	Take any Interurban Car and Transfer in St. Paul.	20c
WHITE BEAR TOWN	Take any Interurban Car and Transfer in St. Paul.	25c
MINNEHAHA FALLS Soldiers' Home Longfellow Zoo	"Minnehaha Falls" "Fort Snelling"	5c
FORT SNELLING	"Fort Snelling"	5c
LAKES CALHOUN AND HARRIET	"Como-Harriet-Hopkins" "Lake Harriet" "Oak & Harriet"	5c
FLOUR MILLS AND ST. ANTHONY FALLS	"Como-Harriet-Hopkins" "Oak & Harriet"	5c
STATE UNIVERSITY	"Como-Harriet-Hopkins" "Oak & Harriet"	5c
STATE AGRICULTURAL SCHOOL	"Como-Harriet-Hopkins"	5c
STATE FAIR GROUNDS	"Como-Harriet-Hopkins" "Fair Grounds"	5c
COMO PARK	"Como-Harriet-Hopkins"	10c
MINNESOTA STATE CAPITOL	"Minneapolis & St. Paul" "Como-Harriet-Hopkins"	10c
INDIAN MOUNDS AND STATE FISH HATCHERY	Take any Interurban Car and Transfer in St. Paul.	10c
PHALEN PARK AND LAKE	Take any Interurban Car and Transfer in St. Paul.	10c
HARRIET ISLAND AND PUBLIC BATHS	Take any Interurban Car and Transfer in St. Paul.	10c
STOCK YARDS, SOUTH ST. PAUL	Take any Interurban Car and Transfer in St. Paul.	10c
PRESIDENT LINCOLN'S CAR, COLUMBIA HEIGHTS	"8th and Columbia Heights"	5c
WONDERLAND	Take any Car to Lake Street and Transfer to "Selby-Lake"	5c

GENERAL INFORMATION.

Traveling between Minneapolis and St. Paul a good idea can be had of the geography of the Twin Cities, as well as much interesting sightseeing.

There are three interurban lines connecting the two cities. Cars on one line are marked "Minneapolis & St. Paul," and another "Como-Harriet" or "Como-Hopkins," and on the third "Selby-Lake." There is practically a fourth line made up of the "Fort Snelling" line from Minneapolis and the "Fort Snelling" line from St. Paul, a distance of less than half a mile separating the two lines at Fort Snelling. All four lines reach the heart of each city either directly or by transfer. The distance by all lines is practically the same—11 miles—the running time about 50 minutes, and the fare from city to city is 10 cents, collected in two fares of 5 cents in each city, entitling the passenger to transfer at either end to any local line desired.

ALL PLACES OF INTEREST

Can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from Minneapolis to Wildwood, go to St. Paul by any interurban line and ask conductor for transfer to Wilwood. On return trip, ask conductor on Wildwood car for transfer to any interurban line to Minneapolis. For 5 cents you can ride between any two places in the same city, and for 10 cents, from any place in one city to any place in the other city. Trips may be combined by transferring.

"Sightseer" Car Touring Twin Cities leaves West Hotel Daily, Except Sunday, 9:30 a. m. and 2:50 p. m—40 MILES—3½ hours..... **50c**

BEST WAY TO SEE LAKE MINNETONKA IS TO GET ABOARD A "TWIN-CITY" BOAT.

Six Glorious Lake Trips.

"40-Mile Cruise" 40 Miles—3 Hours—25c

Wayzata Express 14 Miles—2 Hours—20c

Beach Express 6 Miles—1 Hour—20c.

Mound Express 15 Miles—2 Hours—20c

Spring Park Express 7 Miles—1 Hour—20c

Big Island Ferry 4 Miles—45 Min.—10c

Minneapolis Information Telephones { T. S. 3133 — 3134 N. W. 2071 — 4580

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Display Ad 19 -- No Title
Minneapolis Morning Tribune (1909-1922); Sep 8, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 17

Street Car Information for State Fair Visitors

TWIN CITY LINES

How nickels can entertain visitors to the Twin Cities and show them the many beautiful parks, lakes, resorts and places of interest in and around Minneapolis and St. Paul as well as their desirable residence sections.

Traveling back and forth between Minneapolis and St. Paul the visitor may obtain a good idea of the geography of the Twin Cities, as well as enjoy much interesting sightseeing. There are four Interurban lines connecting the two cities, and each line has its own special scenic attractions. Trains on one line are marked "Minneapolis & St. Paul," on another "Como-Harriet," or "Como-Hopkins," on another "Selby-Lake," and on the fourth and newest, "Snelling-Minnehaha." The fare from city to city is 10 cents, collected in two fares of 5 cents in each city, entitling the passenger to transfer at either end to any local line desired.

All places of interest can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from Minneapolis to Wildwood, go to St. Paul by an Interurban line and ask conductor for transfer to Wildwood. On return trip, ask conductor on Wildwood train for transfer to any Interurban line to Minneapolis. For 5 cents you can ride between any two places in the same city, and for 10 cents from any place in one city to any place in the other city. Trips may be combined by transferring.

St. Paul Fare	TRAIN TO TAKE FROM ST. PAUL.	PLACES TO VISIT	TRAIN TO TAKE FROM MINNEAPOLIS	Minneapolis Fare.
30c	Take any Interurban Train and Transfer in Minneapolis.	LAKE MINNETONKA Excelsior Deephaven	"Lake Minnetonka" "Excelsior Limited" "Excelsior Excursion" "Deephaven"	25c
30c	"St. Paul & Stillwater"	STILLWATER Minnesota State Prison	Take any Interurban Train and Transfer in St. Paul.	35c
15c	"St. Paul & Stillwater" "St. Paul & Wildwood"	WHITE BEAR LAKE Wildwood. Mahtomedi.	Take any Interurban Train and Transfer in St. Paul.	20c
20c	"St. Paul & Stillwater" "St. Paul & Wildwood"	WHITE BEAR TOWN	Take any Interurban Train and Transfer in St. Paul.	25c
10c	"Snelling-Minnehaha"	MINNEHAHA FALLS SOLDIERS' HOME LONGFELLOW GARDENS	"Snelling-Minnehaha" "Minnehaha Falls"	5c
5c	"Snelling-Minnehaha"	FORT SNELLING	"Snelling-Minnehaha"	5c
10c	"Como-Harriet-Hopkins"	LAKES CALHOUN and HARRIET	"Como-Harriet-Hopkins" "Lake Harriet" "Oak & Harriet"	5c
10c	"Como-Harriet-Hopkins"	FLOUR MILLS AND ST. ANTHONY FALLS	"Como-Harriet-Hopkins" "Oak & Harriet"	5c
10c	"Como-Harriet-Hopkins"	STATE UNIVERSITY	"Como-Harriet-Hopkins" "Oak & Harriet"	5c
5c	"Como-Harriet-Hopkins"	STATE AGRICULTURAL SCHOOL	"Como-Harriet-Hopkins"	5c
5c	"Como-Harriet-Hopkins" "Fair Grounds"	STATE FAIR GROUNDS	"Como-Harriet-Hopkins" "Fair Grounds"	5c
5c	"Como-Harriet-Hopkins" "Como Park"	COMO PARK	"Como-Harriet-Hopkins"	10c
5c	Take any Train Going North on Wabasha Street to Capitol	MINNESOTA STATE CAPITOL	"Como-Harriet-Hopkins" "Minneapolis & St. Paul"	10c
5c	"Rondo & Mounds Park"	INDIAN MOUNDS AND STATE FISH HATCHERY	Take any Interurban Train and Transfer in St. Paul.	10c
5c	"Phalen Park"	PHALEN PARK AND LAKE	Take any Interurban Train and Transfer in St. Paul.	10c
5c	"Mississippi & W. St. Paul" "Jackson & Stryker"	HARRIET ISLAND AND PUBLIC BATHS	Take any Interurban Train and Transfer in St. Paul.	10c
5c	"South St. Paul" "Inver Grove"	STOCK YARDS, SOUTH ST. PAUL	Take any Interurban Train and Transfer in St. Paul.	10c
10c	Take any Interurban Train and Transfer in Minneapolis.	COLUMBIA HEIGHTS FOREST PARK	"8th & Columbia Heights"	5c
10c	"Selby-Lake"	WONDERLAND	Take any Train to Lake St. & Transfer to "Selby-Lake"	5c

FREE MAP FOLDERS Full of information about the Twin Cities may be obtained in all Hotels in Minneapolis and St. Paul, as well as at Ticket Office, 17 North Sixth street, Minneapolis. They will interest and instruct you.

The Best Way to See Lake Minnetonka is to Get Aboard a "Twin City" Boat

WAYZATA EXPRESS	BEACH EXPRESS	ZUMBRA EXPRESS	SPRING PARK EXPRESS
14 Miles—2 Hours—20c	6 Miles—1 Hour—20c	10 Miles—1 Hour—20c	7 Miles—1 Hour—20c

INFORMATION TELEPHONES—Minneapolis, N. W. Main 2071—St. Paul, N. W. Cedar 2616.

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Display Ad 17 -- No Title
Minneapolis Morning Tribune (1909-1922); Jun 15, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

TWIN CITY LINES

VISITORS CAN SEE
The Twin Cities

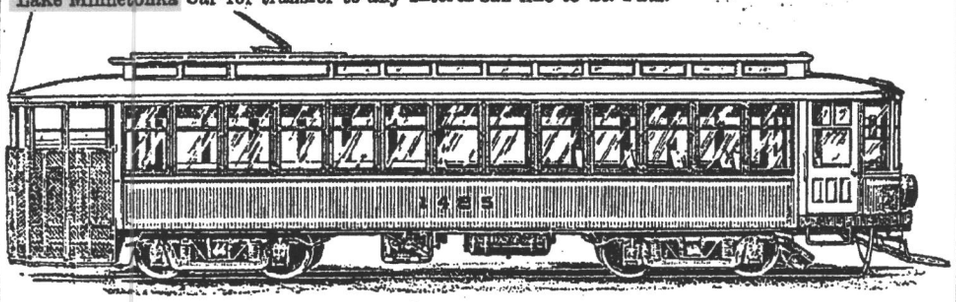
THEIR BEAUTIFUL LAKES, PARKS, FALLS, MOUNDS, AS WELL AS THEIR DESIRABLE RESIDENCE SECTIONS,

Most Quickly, Comfortably and Inexpensively

On Electric Cars

TRAVELING back and forth between Minneapolis and St. Paul the visitor may obtain a good idea of the geography of the Twin Cities, as well as enjoy much interesting sightseeing. There are four Interurban lines connecting the Twin Cities, and each line has its own special scenic attractions. Cars on one line are marked "Minneapolis & St. Paul," on another "Como-Harriet" or "Como-Hopkins," on another "Selby-Lake," on another "Snelling-Minnehaha." The fare from city to city is 10 cents, collected in two fares of 5 cents in each city, entitling the passenger to transfer at either end to any local line desired.

All places of interest can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from St. Paul to Lake Minnetonka, go to Minneapolis by any Interurban line and ask conductor for transfer to Lake Minnetonka. On return trip, ask conductor on Lake Minnetonka Car for transfer to any Interurban line to St. Paul.



PLACES OF INTEREST YOU SHOULD VISIT	CARS YOU SHOULD TAKE — FROM MINNEAPOLIS.	FARE	FROM ST. PAUL.	FARE
Lake Minnetonka EXCELSIOR-TONKA BAY — FAST, CLEAN, SAFE, COMFORTABLE "Tourist Express" Boats leave Excelsior at 9:45 and 10:45 a.m., and 1:45 and 2:45 p.m., for delightful 2½ hour tours of "Lower" and "Upper" Lakes. Round trip 50 cents. A fine trip!	"Lake Minnetonka" "Excelsior Limited" "Excelsior Excursion"	25c	Take any Interurban Car and Transfer in Minneapolis.	30c
DEEPHAVEN-LAKE MINNETONKA	"Deephaven"	25c	" "	30c
STILLWATER—MINNESOTA STATE PRISON.	Take any Interurban Car and Transfer in St. Paul.	35c	"St. Paul & Stillwater"	30c
WILDWOOD—"THE BEAUTIFUL" ON WHITE BEAR LAKE.	" "	20c	"St. Paul & Stillwater" "St. Paul & Wildwood"	15c
WHITE BEAR TOWN.	" "	25c	" "	20c
MINNEHAHA FALLS AND PARK MINNESOTA SOLDIERS' HOME LONGFELLOW GARDENS	"Minnehaha Falls" "Snelling-Minnehaha"	5c	"Snelling-Minnehaha"	10c
HISTORIC FORT SNELLING	"Snelling-Minnehaha"	5c	" "	5c
LAKE CALHOUN LAKE HARRIET	"Como-Harriet-Hopkins" "Lake Harriet" "Oak & Harriet"	5c	"Como-Harriet-Hopkins"	10c
FLOUR MILLS AND ST. ANTHONY FALLS	"Como-Harriet-Hopkins" "Oak & Harriet"	5c	" "	10c
UNIVERSITY OF MINNESOTA	" "	5c	" "	10c
STATE FARM AND AGRICULTURAL SCHOOL	"Como-Harriet-Hopkins"	5c	" "	5c
MINNESOTA STATE FAIR GROUNDS	"Como-Harriet-Hopkins" "Fair Grounds"	5c	"Como-Harriet-Hopkins" "Fair Grounds"	5c
COMO PARK AND LAKE	"Como-Harriet-Hopkins"	10c	"Como-Harriet-Hopkins" "Como Park"	5c
MINNESOTA STATE CAPITOL	"Como-Harriet-Hopkins" "Minneapolis & St. Paul"	10c	Take any Car going North on Wabasha Street to Capitol	5c
INDIAN MOUNDS AND STATE FISH HATCHERY	Take any Interurban Car and Transfer in St. Paul.	10c	"Rondo & Mounds Park"	5c
PHALEN PARK AND LAKE	" "	10c	"Phalen Park"	5c
HARRIET ISLAND AND PUBLIC BATHS—ST. PAUL	" "	10c	"Mississippi & W. St. Paul" "Jackson & Stryker"	5c
MUNICIPAL BATHS ON HALL'S ISLAND—MINNEAPOLIS	Take any Car going North on Washington Ave. to Plymouth.	5c	Take any Interurban Car and Transfer in Minneapolis"	10c
CAMDEN BATHS AT SHINGLE CREEK—MINNEAPOLIS	"Cedar & Camden"	5c	" "	10c

For any further information please telephone, call or write to
A. W. Warnock, General Passenger Agent "Twin City Lines" Hennepin Ave. and 11th St., Minneapolis.
Telephones—Minneapolis, N. W. 4580 M.—T. S. 3134. St. Paul, N. W. 2616. Cedar.

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Minneapolis Morning Tribune (1909-1922); Jul 18, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 2

VISITORS CAN SEE

The Twin Cities

THEIR BEAUTIFUL LAKES, RIVERS AND PARKS

Most Quickly, Comfortably and Inexpensively

On Fast, Clean, Electric Cars

Traveling back and forth between Minneapolis and St. Paul, the visitor may obtain a good idea of the geography of the Twin Cities, as well as enjoy much interesting sight-seeing. There are 4 Interurban lines connecting the Twin Cities, and each line has its own special scenic attractions. Cars on one line are marked "Minneapolis,St. Paul"; on another, "Como-Harriet" or "Como-Hopkins"; on another "Selby-Lake"; on another, "Snelling-Minnehaha." The fare from city to city is 10 cents, collected in 2 fares of 5 cents in each city, entitling the passenger to transfer at either end to any local line desired.

All places of interest can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from St. Paul to Lake Minnetonka, go to Minneapolis by any Interurban line and ask conductor for transfer to Lake Minnetonka. On return trip, ask conductor on Lake Minnetonka Train for transfer to any Interurban line to St. Paul.

TWIN CITY LINES

PLACES OF INTEREST YOU SHOULD VISIT	CARS YOU SHOULD TAKE — FROM MINNEAPOLIS.	FARE	FROM ST. PAUL.	FARE
Lake Minnetonka EXCELSIOR, WILDHURST, TONKA BAY. To see this beautiful Lake most delightfully and inexpensively, get aboard a safe, swift, comfortable "Express Boat"—5-Ride Ticket 50 cents. You can enjoy splendid trips of 1, 2, 3, 4 or 5 hours by taking Boats at either Wildhurst or Excelsior. Get Lake Minnetonka Time Table for detailed information.	TO CONNECT WITH BOATS "Tonka Bay" Trains leave Minneapolis for Wildhurst at 6:03 a. m. and every hour to 6:03 p. m. Trains leave Minneapolis for Excelsior at 6:03 a. m. and every 30 minutes to 6:03 p. m.	25c	Any Interurban Car and Transfer in Minneapolis.	30c
DEEPHAVEN—MINNETONKA	"Deephaven"	25c	" "	30c
Stillwater "ON ST. CROIX RIVER." MINNESOTA STATE PRISON.	Any Interurban Car and Transfer in St. Paul.	35c	"St. Paul & Stillwater"	30c
Wildwood Park "ON WHITE BEAR LAKE."	" "	20c	"St. Paul & Stillwater" "St. Paul & Wildwood"	15c
WHITE BEAR TOWN.	" "	25c	" "	20c
"THE CHAIN OF LAKES"— Lake of the Isles, Lake Calhoun, Lake Harriet.	Any Car for Lake Harriet	5c	"Selby-Lake" "Como-Harriet-Hopkins"	10c
COMO PARK AND COMO LAKE	"Como-Harriet-Hopkins"	10c	"Como-Harriet-Hopkins" "Como Park"	5c
HARRIET ISLAND AND HARRIET PUBLIC BATHS	Any Interurban Car and Transfer in St. Paul.	10c	Any Car for West St. Paul.	5c
SOUTH ST. PAUL	" "	10c	"South St. Paul"	5c
FLOUR MILLS AND ST. ANTHONY FALLS	Any Car to Washington and 10th Aves. S.	5c	"Minneapolis-St. Paul"	10c
MINNESOTA STATE CAPITOL	"Como-Harriet-Hopkins" "St. Paul-Minneapolis"	10c	Any Car to Wabasha St. & Central Ave.	5c
MINNEHAHA FALLS AND PARK MINNESOTA SOLDIERS' HOME LONGFELLOW GARDENS	"Minnehaha Falls" "Snelling-Minnehaha"	5c	"Snelling-Minnehaha"	10c
HISTORIC FORT SNELLING	"Snelling-Minnehaha"	5c	" "	5c
SELBY SUBWAY AND SUMMIT AVENUE	"Selby-Lake"	10c	Any Car to Selby & Nina Aves.	5c
UNIVERSITY OF MINNESOTA	"Como-Harriet-Hopkins" "Oak & Harriet" "St. Paul-Minneapolis"	5c	"Como-Harriet-Hopkins" "Oak & Harriet" "Minneapolis-St. Paul"	10c
MINNESOTA STATE FARM AND AGRICULTURAL SCHOOL	"Como-Harriet-Hopkins"	5c	"Como-Harriet-Hopkins"	5c
MINNESOTA STATE FAIR GROUNDS	"Como-Harriet-Hopkins" "Fair Grounds"	5c	"Como-Harriet-Hopkins" "Fair Grounds"	5c
PHALEN PARK—PHALEN LAKE	Any Interurban Car and Transfer in St. Paul.	10c	"Phalen Park"	5c
INDIAN MOUNDS AND STATE FISH HATCHERY	" "	10c	"Rondo & Maria"	5c
LAKE CALHOUN BATHS	"St. Louis Park"	5c	Any Interurban Car and Transfer in Minneapolis.	10c
CAMDEN BATHS	"Cedar & Camden"	5c	" "	10c
GLENWOOD BATHS	"4th Ave. S. & 6th Ave. N." "Western Ave. & 2nd St."	5c	" "	10c
LAKE NOKOMIS BATHS	Any Car to Minnehaha Falls.	5c	"Snelling-Minnehaha"	10c
MUNICIPAL BATHS ON HALL'S ISLAND	Any Car to Washington and Plymouth Aves.	5c	Any Interurban Car and Transfer in Minneapolis.	10c

Patrons are invited to Telephone or Write for any further information as to Train or Boat Service of "Twin City Lines," to make reasonable complaints, or offer helpful criticisms, and are assured that same will receive prompt, courteous, careful attention.

A. W. Warnock, General Passenger Agent, "Twin City Lines."
Minneapolis Telephones:—N. W. Main 4580 or 1071. T. S. Center 2134 or 2139

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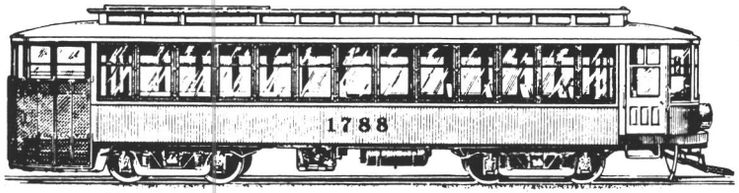
Best Way to See the Twin Cities

Their Beautiful Lakes, Rivers, Parks and Interesting Public Institutions Most Quickly, Comfortably, Inexpensively

IS ON ELECTRIC CARS

TWIN CITY LINES

You can obtain a good idea of Twin City geography and enjoy much interesting sightseeing, by traveling back and forth between Minneapolis and St. Paul on the four Interurban lines, each with its own distinctive attractions—the Minneapolis & St. Paul, the Como-Harriet, the Selby-Lake and the Snelling-Minnehaha. The fare from city to city is 10 Cents, collected in fares of 5 Cents in each city, entitling the passenger to transfer at either end to any local line desired. Any point of interest can be reached from either Minneapolis or St. Paul as starting point. For instance, if you start from Minneapolis to Stillwater, go to St. Paul by any Interurban line and ask the conductor for transfer to Stillwater. On return trip ask conductor on Stillwater train for transfer to any Interurban line to Minneapolis.



MINNEAPOLIS TRIPS (Fares from St. Paul for Minneapolis Trips 5 Cents more in each case than from Minneapolis)

WHERE TO GO	HOW TO GO	EACH WAY
LAKE MINNETONKA To see Lake Minnetonka most delightfully and economically get aboard a safe, swift, comfortable "Twin City" Steamboat. You can enjoy splendid trips of 1, 2, 3, 4 or 5 hours at a cost of from 20 to 50 Cents by boarding Steamboats either at Excelsior or Wildhurst. Get a Lake Minnetonka Map Time Table for complete Steamboat information.	TO CONNECT WITH LAKE MINNETONKA FAST STEAMBOATS—Lake Minnetonka Cars leave Sixth Street Station (17 N. 6th St.) for Excelsior every half hour from 6 A. M. until 6 P. M. Tonka Bay Cars leave for Wildhurst every hour from 6 A. M. until 6 P. M.	25c
THE CHAIN OF LAKES Park Board Launches leave Lake St. Landing for interesting pleasure cruises over the three beautiful urban bodies of water, LAKE CALHOUN, LAKE OF THE ISLES and CEDAR LAKE at 2, 2:30, 2:45, 3:15, 3:30, 4, 4:15, 4:45, 5, 5:30, 5:45, 6:15, 6:30, 7, 7:15, 7:45, 8, 8:30, 8:45, 9:15 P. M. Round Trip—11 Miles—90 Minutes—25 Cents.	Take a St. Louis Park or Calhoun Beach Car to Lake Street Landing. Or take any Lake St. or Lake Harriet Car to Hennepin Ave. and Lake St. and walk along Lake St. a short distance to Lake St. Landing.	5c
CALHOUN BATHS AND BEACH Bathing under finest conditions. Excellent refectory.	Take a St. Louis Park or Calhoun Beach Car.	5c
LAKE HARRIET Picnic grounds and boating. Excellent refectory and attractive roof garden. Park Board Launch leaves Main Dock at 12, 1, 2, 3, 4, 4:30, 5, 5:30, 6, 6:30, 7, 7:30, 8, 8:30, 9, 9:30, 10, 10:30, 11 P. M. Band Concerts. Round Trip—2.5 Miles—25 Minutes—10 Cents.	Take a Lake Harriet, Oak & Harriet, Oak & Xerxes, Como-Harriet or Hopkins Car.	5c
MINNEHAHA FALLS AND PARK A great scenic playground of 142 acres, a delight to everybody. The immortal Falls and Glen, picnic grounds, flower gardens, deer, elk and bear reserve. Excellent refectory. **LONGFELLOW ZOO GARDENS** Trained and wild animals and birds. **MINNESOTA'S SOLDIERS' HOME** Attractive buildings and grounds, with superb river views.	Take a Minnehaha Falls or Snelling-Minnehaha Car.	5c
FORT SNELLING United States Military Training and Mobilization Camp.	Take a Snelling-Minnehaha Car from either Minneapolis or St. Paul. Same fare.	5c
GLENWOOD PARK AND LAKE Picnic grounds, public golf links and bathing. A wonderful park of 678 acres.	Take a Glenwood Park Car.	5c
MINNESOTA'S STATE UNIVERSITY A group of splendid educational buildings adorning a splendid campus.	Take an Oak & Harriet, Como-Harriet, or St. Paul & Minneapolis Car.	5c

WHERE TO GO	HOW TO GO	EACH WAY
MINNESOTA'S STATE FARM A most interesting "Model Farm" well worth visiting.	Take a Como-Harriet Car from either Minneapolis or St. Paul. Same fare.	5c
MINNEAPOLIS INSTITUTE OF ARTS An unusual collection of paintings, sculpture and art treasures. Open on Sundays and Mondays from 1 P. M. to 5 P. M., on Other Days from 10 A. M. to 5 P. M.	Take any Car on Marquette, Nicollet or 4th Ave. S. to 24th St. and walk along 24th St. a short distance to 3rd Ave. S.	5c
OLD GODFREY HOUSE MUSEUM Oldest house in Minneapolis. Interesting collection of historical relics. Open on Weekdays, from 9 A. M. to 5 P. M., on Sundays from 2 P. M. to 4 P. M.	Take any East Side Car to University Ave. and walk one block.	5c
25 FLOUR MILLS—ST. ANTHONY FALLS Best seen from Tenth Avenue South Bridge.	Take a Car to Washington and 10th Aves. S.	5c
BEST MISSISSIPPI RIVER VIEWS	Take a Selby-Lake or Snelling-Minnehaha Car from either Minneapolis or St. Paul. Same fare.	5c

ST. PAUL TRIPS

(Fares from Minneapolis for St. Paul Trips 5 Cents more in each case than from St. Paul)

STILLWATER—ON ST. CROIX RIVER The beautiful "Park City." Get a St. Paul and Stillwater Map Time Table for information about Stillwater, State Prison, Wildwood Park and White Bear Lake Resorts.	St. Paul & Stillwater Cars leave Seven Corners Terminal at 27 and 57 Minutes past each hour.	30c
MINNESOTA'S STATE PRISON "The Finest Prison in the World." Open every day except Sundays and Holidays from 8 A. M. to 11 A. M. and from 12:30 P. M. to 4:30 P. M.	Take a St. Paul & Stillwater Car from St. Paul and Transfer to Stillwater to a South Stillwater Car.	30c
ON ST. CROIX RIVER TO TAYLORS FALLS Steamer "Olive S" leaves Stillwater at 9:15 A. M. Daily, for wonderful trip up the St. Croix to Taylors Falls and "The Dalles of the St. Croix," reached at 2 P. M. Boat leaves "The Dalles" at 4 P. M., arriving Stillwater at 7:30 P. M. Round Trip—70 Miles—$1.	Take St. Paul & Stillwater Car leaving Seven Corners Terminal at 7:57 A. M. One block walk to Boat in Stillwater. Car leaves Stillwater on return at 7:46 P. M. for St. Paul.	30c
WILDWOOD PARK, ON WHITE BEAR LAKE "The Twin Cities' Ideal Picnic Resort," offers fine restaurant, dancing, bowling, boating, picnic groves, playgrounds, roller coaster, water sports and other amusements. Splendid new modern bath house. Sunday orchestral concerts.	Take a St. Paul & Stillwater, Hazel Park & Wildwood, Hazel Park & White Bear, or Hazel Park & Mahtomedi Car.	15c
WHITE BEAR TOWN	Take a Hazel Park & White Bear Car.	20c
COMO PARK AND LAKE COMO A glorious park of 425 acres of charming waterways, flower gardens, picnic grounds, woods, boulevards. Excellent refectory. Motor bus trip through the park, 25 Cents. Band Concerts.	Take a Como-Harriet or Como Park Car.	5c
PHALEN PARK AND LAKES An enchanting park of 465 acres of beautiful "linked" waterways. Picnic groves, woods, boulevards, bathing and boating. Excellent refectory. Band Concerts.	Take a Phalen Park Car.	5c
HARRIET ISLAND FREE PUBLIC BATHS A most attractive Municipal resort on the Mississippi River. Excellent refectory.	Take a Mississippi & Cherokee Heights or Jackson & Stryker Car.	5c
INDIAN MOUNDS PARK Offering wonderful wide-sweeping views of the Mississippi River.	Take a Rondo & Maria Car.	5c
MINNESOTA'S STATE CAPITOL One of the most magnificent public buildings in the world. Open every day except Sundays and Holidays from 9 A. M. to 5 P. M., on Saturdays from 9 A. M. to Noon.	Take a Car to Wabasha Street and Central Ave.	5c
ST. PAUL'S NEW PUBLIC LIBRARY One of the most beautiful library buildings in the country. Open on Weekdays from 9 A. M. to 10 P. M., on Sundays from 2 P. M. to 10 P. M.	Take a Selby-Lake Car to Washington St.	5c
ST. PAUL'S FAMOUS SUMMIT AVENUE Handsomest residential street in America.	Take a Selby-Lake Car to Nina Ave.	5c
SOUTH ST. PAUL'S STOCKYARDS Fifth largest livestock market in the United States.	Take a South St. Paul Car.	5c

Send Your Address and Six Cents in Stamps

For a Copy of the New Picture Map Folder "THE TWIN CITIES TODAY"

Handsomest booklet of information published about Minneapolis and St. Paul. Printed in four colors, on finest paper, in highest art. Tells how to see and enjoy all the above interesting places in and about Minnesota's Two Great Cities. Contains new information and pictures as well as ten splendid colored maps.

A. W. Warnock, General Passenger Agent, Room 308, Hennepin Ave. and 11th St., Minneapolis

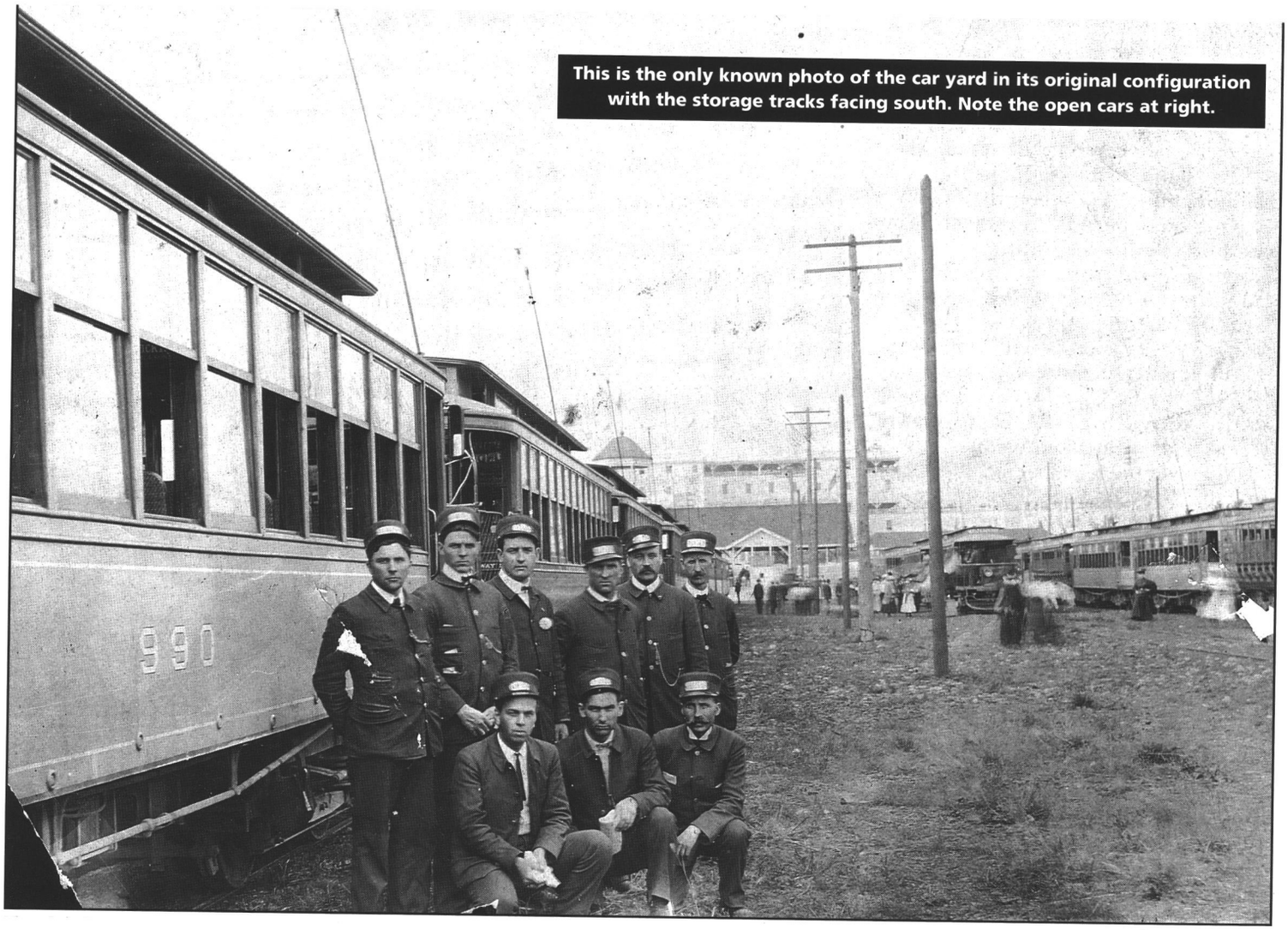
Reprint from "The Bellman" magazine, courtesy of Bob Bowes.

TCRT Charter Car Miles

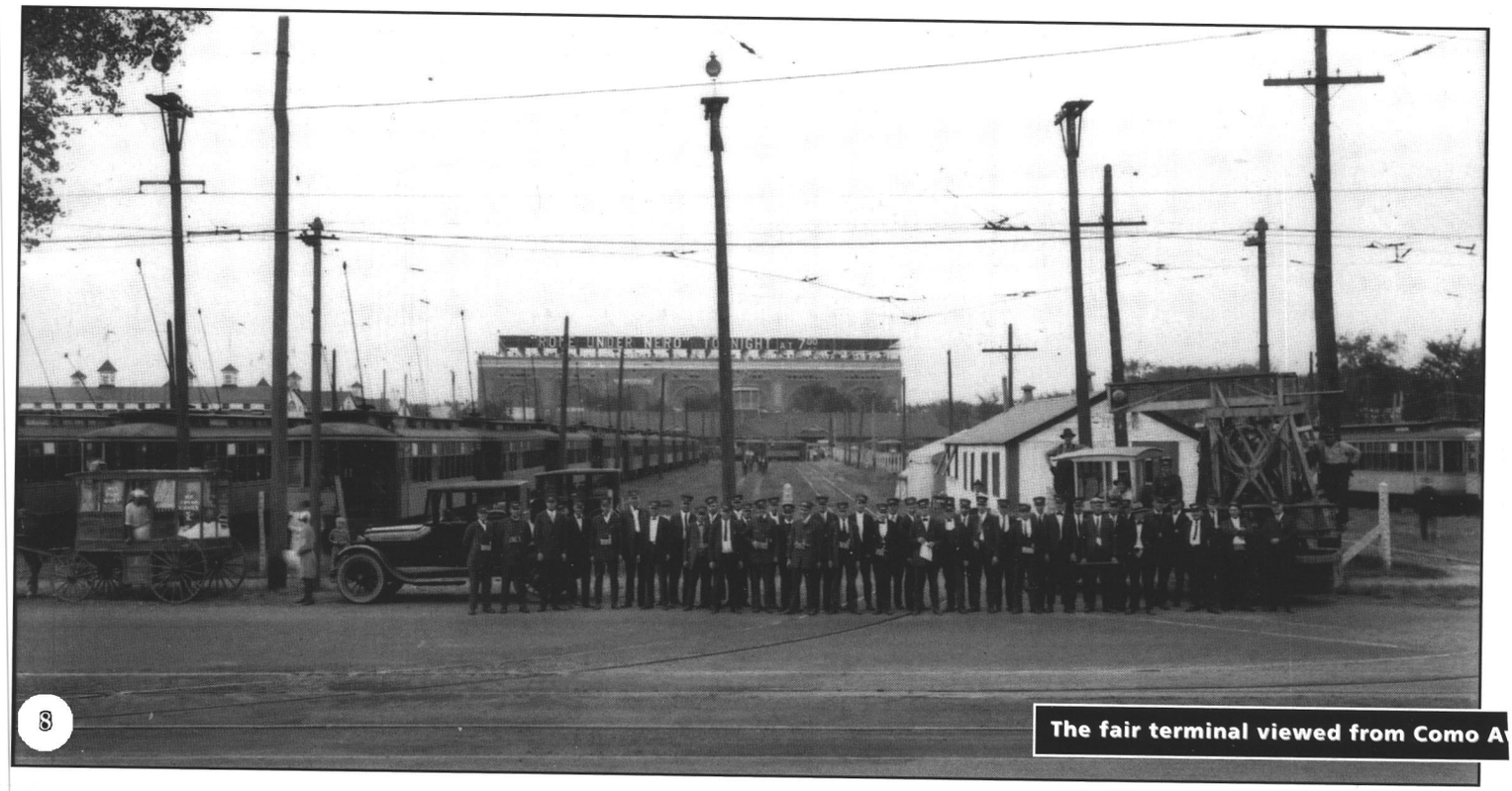
Year	Mpls	St. Paul	Suburban	Total
1909	6,695	4,581	6,923	18,199
1910	4,628	3,801	6,446	14,875
1911	4,281	3,767	6,498	14,546
1912	3,502	3,989	3,391	10,882
1913	3,641	3,377	3,184	10,202
1914	5,056	3,441	5,761	14,258
1915	3,082	3,975	2,907	9,964
1916	4,127	4,361	2,420	10,908
1917	3,770	4,846	2,258	10,874
1918	6,161	5,381	5,685	17,227
1919	7,666	7,546	8,590	23,802
1920	5,740	7,139	7,170	20,049
1921	4,457	4,875	4,041	13,373
1922	3,967	5,176	4,185	13,328
1923	5,051	5,310	4,504	14,865
1924	3,527	3,985	3,037	10,549
1925	4,096	4,784	3,750	12,630
1926	3,223	4,424	3,425	11,072
1927	2,515	5,488	2,984	10,987
1928	2,887	4,856	2,774	10,517
1929	2,866	6,663	2,992	12,521
1930	4,643	5,464	2,391	12,498
1931	2,301	2,503	969	5,773
1932	3,292	2,101	907	6,300
1933	1,888	1,258	141	3,287
1934	600	1,334	204	2,138
1935	4,582	5,186	363	10,131
1936	216	1,348	474	2,038
1937	347	1,700	554	2,601
1938	302	992	84	1,378
1939	474	755	0	1,229
Total	**109,583**	**124,406**	**99,012**	**333,001**

FAIRGROUNDS MOTOR SPEEDWAY

LYRIC THEATRE
MINNEAPOLIS

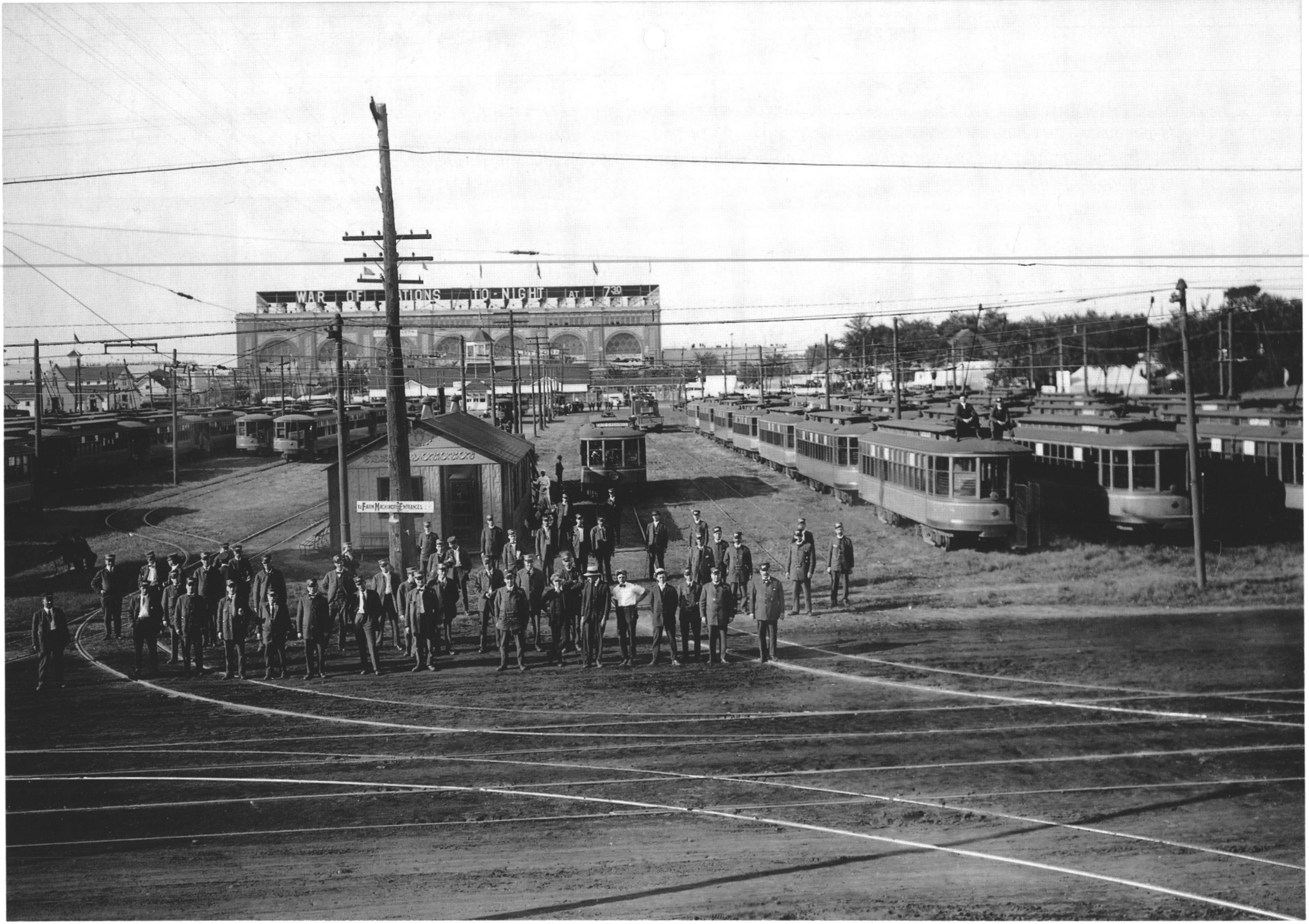


This is the only known photo of the car yard in its original configuration with the storage tracks facing south. Note the open cars at right.



The fair terminal viewed from Como A

JOSHUA MEIER 07250



8-21-1908 SPECIAL NOTICE TO FOREMAN, E. 7th ST. STATION
TIME CARDS TO BE USED DURING FAIR WEEK

Line	Cars	Crews	Headway
Grand & Lafayette	15	24	7½
Rice-State & Concord	12	16	7-7-6
Hamline & Union Depot	8	12	10
Snelling Crosstown	3	4	10 %
Selby & Merriam Park	13	17	2½
7th St. & Ft.Snelling	12	18	7½ 15 Ft.Snelling
Miss. & West St.Paul	6	9	15 |
Jackson & Stryker	5	8	15 | 7½
So.St.Paul & Inver Grove	6	10	15
Rondo & Maria	11	13	10
			3 P.O. p.m.
Randolph		1	20
Extras:			
% Snelling Crosstown	12	12	Giving 2" headway
Grand & Lafayette	6	6	
7th St.	5	5	
South St.Paul	3	3	
Mississippi	3	3	
Emergency Extras	10	10	
Total Requirements	130	171	
Total Available	160	196	(156 regular, 40 extra)
	30	25	

% = Emergency Extras

Twin City Lines Handle Large Crowds.

The Twin City Rapid Transit Company, of Minneapolis, Minn., handled some large crowds during the state fair last week in an admirable manner. The company's officials solved the problem of avoiding congestion between 10 o'clock at night, when most of the larger attractions close and the people pour out of the gates, and 11 o'clock, when the rush is over. A new system of trackage was recently put in which allows a separate loop for the cars running to either Minneapolis or St. Paul. One night when there were over 80,000 people on the grounds, at 10 o'clock there were 83 special fair grounds cars in service for Minneapolis and 65 for St. Paul, besides the two and one-half minute service to either city via the Como-Harriet line, and the one and one-quarter minute service to St. Paul via the Snelling avenue cross-town line. When the big shows let out at 10 o'clock, 40,000 people started for the cars. By 11 o'clock they had all started for town. Another night there were 30,000 people taken care of with 65 Minneapolis and 55 St. Paul cars in less than an hour. There are six side tracks to each loop, and as soon as a car stops the gates at both ends are thrown open. This is also done in unloading on arriving at the grounds.

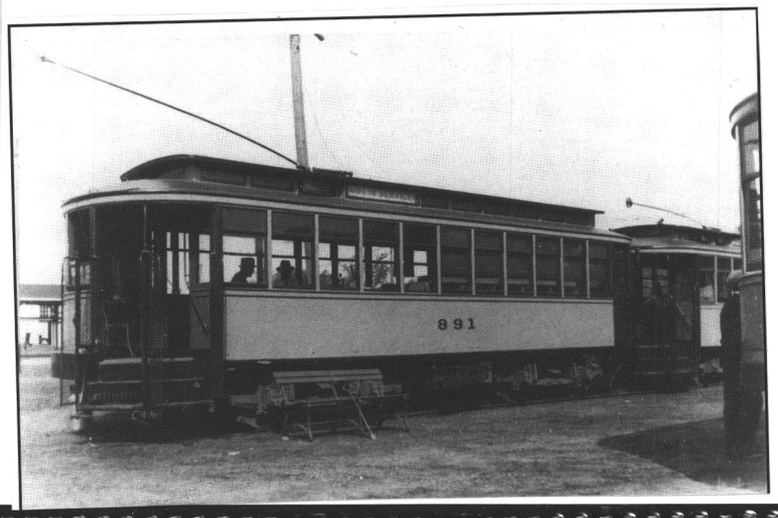
ETW 9-18-1909

ERJ
9-17-1921

Twin City Railways Handle Fair Crowd

To handle the crowds that annually attend the Minnesota State Fair, this year from Sept. 3 to Sept. 10, the Twin City Lines placed all the front-exit cars in operation on the interurban troney line, the fare between the two cities being 12 cents in two payments. Although somewhat confusing to the traveling public because the cars are front exit the first half of the distance and front entrance the last half of the distance between the starting points in the two cities; and pay-as-you-enter for the first half and pay-as-you-leave the second half, the system worked well.

Persons entering the cars between the municipal limits of either city and the neutral zone division line within the limits of St. Paul, on payment of fare received an identification slip which they surrendered on exit. Persons riding the entire distance paid a second cash fare of 6 cents upon leaving. The street railway opened a fixed car loading terminal at the fair grounds this year, which facilitated removal of the big crowd at rush times. The average attendance at the fair was 50,000 daily and a good proportion of the people attending the fair used the street car service.



TWIN CITY MOTOR SPEEDWAY

160 acres between 34th Ave. S. and 46th Ave. S. and 60th St. E. to 66th St. E. (70th St. E. is Post Road). Concrete oval race track two miles around, 87 ft. wide. Grandstands for 30,000 persons plus bleachers for 30,000 persons. Nineteen garages, one timing building, one huge scoreboard, pit area and three reinforced concrete underpass tunnels to the infield.

First and only major event was Labor Day September 4, 1915. The track, rough to begin with, had beaten the cars to pieces. The concrete, not steel reinforced in some areas, and subject to the Minnesota climate, began to heave and break up. It was charged that substandard materials and construction methods had been used by the contractors.

One minor race Memorial Day 1916; one minor race July 4, 1916. No Labor Day event in 1916. Final race was the American Red Cross Auto Derby July 4, 1917.

Streetcar service September 4, 1915, to July 7, 1917.

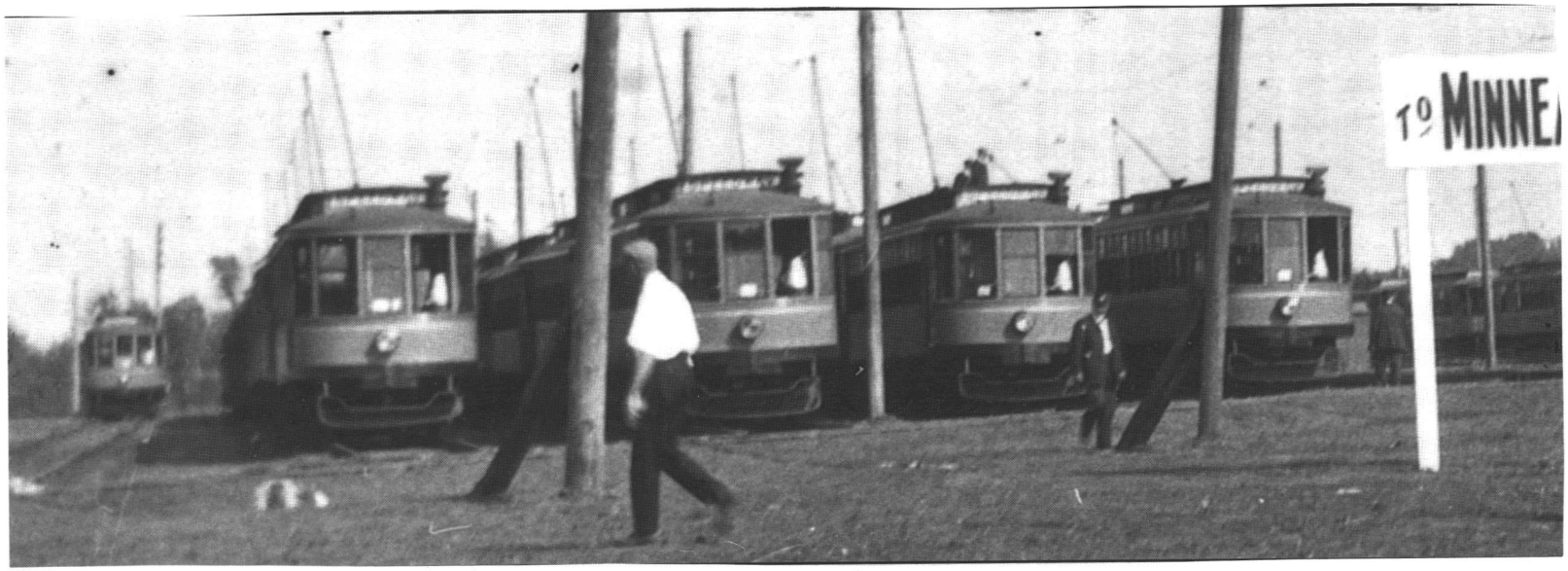
Bankruptcy proceedings had been started in 1916 against the Speedway Corporation. During 1917 the grandstands and other structures were dismantled and the lumber sold to pay bills. At the sheriff's sale November 19, 1918, Mr. Guy Thomas bought the defunct facility, selling it three days later for $100,000 to the Snelling Field Corporation of which he would become an officer. The name was soon changed to Snelling Field Inc.

It was used for aviation purposes. In 1919 the Security Aircraft Co. built one hangar on the west straightway. In 1920 the Twin City Aero Corp. leased the entire property and built one hangar at 40th Ave. S. and 62nd St. E. for the first U.S. Airmail service. In 1921 the Air National Guard built three hangars. It came to be known as Speedway Field or Twin Cities Airport. In 1923 it was renamed Wold-Chamberlain Twin City Airport.

On August 1, 1927, Twin City Aero Corp. defaulted on its lease and the property reverted to Snelling Field Inc. It was determined that the Minneapolis Park Board was the only governmental entity that could purchase the property. MPB paid SFI $165,000 and two other landowners $24,000 before the end of 1927. MPB finally got title to the property July 1, 1928, as the Minneapolis Municipal Airport.

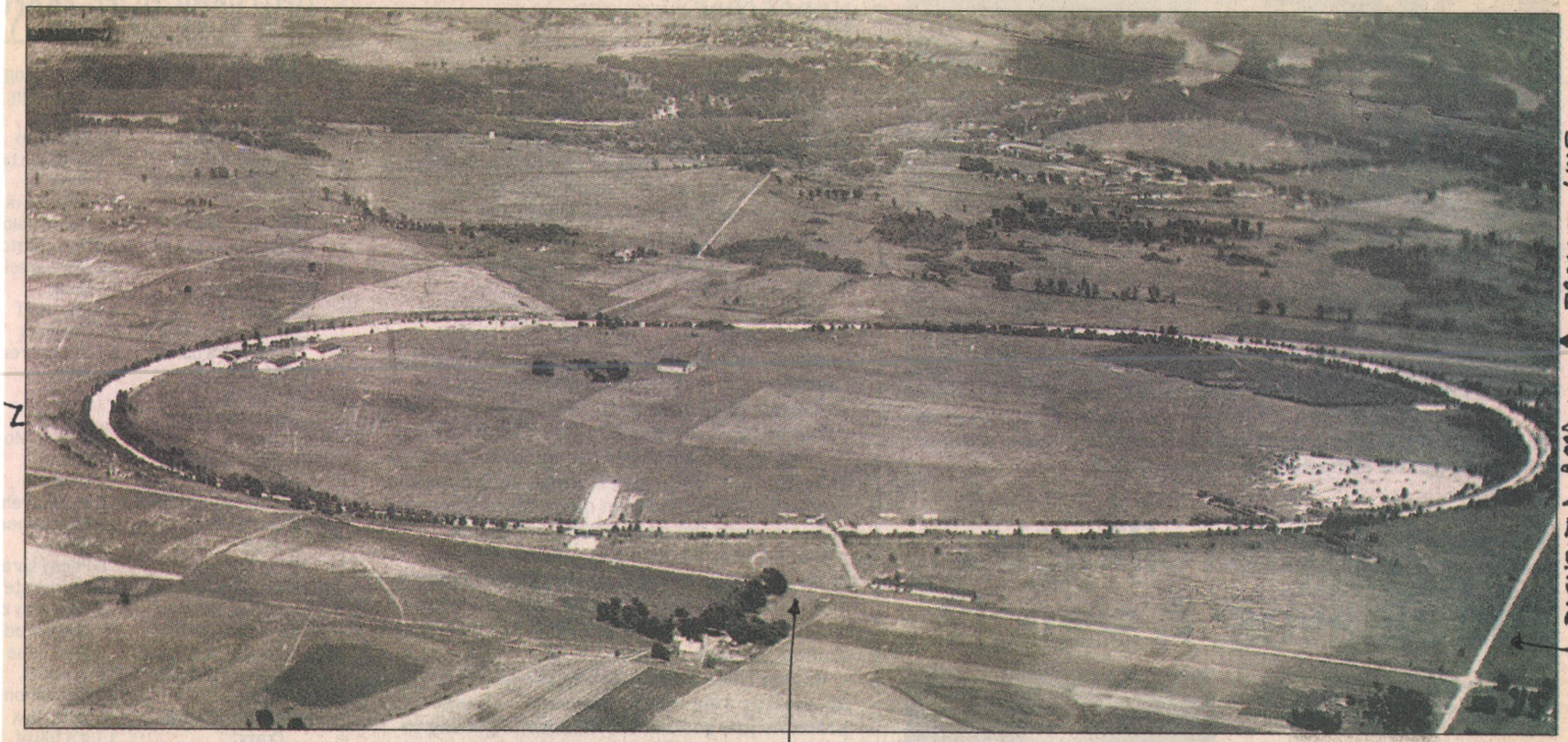
The MPB developed the airport property from 1928 thru 1944. Removal of the race track itself was performed during 1930-1931: 900,000 cu. yds. of material was buried in three deep sites on the property plus construction of a proper drainage system cost $200,000. A WPA project in 1936 resulted in construction of three major concrete runways: one north to south parallel to 34th Ave. S. plus two diagonals.

The Federal Aviation Administration took over administration of the control tower in 1942. The Metropolitan Airports Commission was created July 6, 1943. By August 1944 both Wold-Chamberlain Field and Holman Field in St.Paul had been turned over to the MAC.



↑ Enlargement of below photo ↓

1910 SPEEDWAY [illegible] Loop



About 1920: *Twin City Motor Speedway, a 2-mile concrete racetrack, opened in 1915 near Fort Snelling and had its last race in 1917. The developers went bankrupt but the track, clearly visible from the air, became a landmark for pilots who landed in the 160-acre grass infield. The site was dedicated in 1923 as Wold-Chamberlain Field and evolved into today's Minneapolis-St. Paul International Airport. It was named for Ernest Groves Wold and Cyrus Foss Chamberlain, the first two area pilots who died in combat in World War I.*

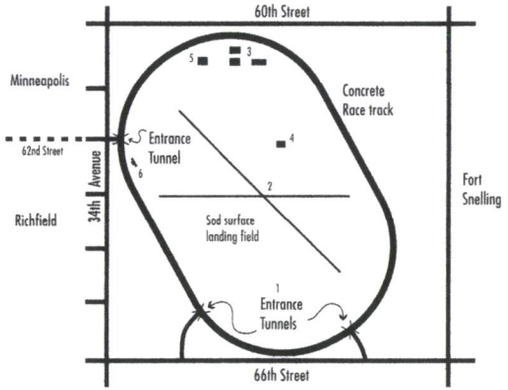
34TH AVE. S.

When about 1914-1915 the fever of automobile-racing induced some enterprising promoters of that sport to emulate the famous Indianapolis speed-track by providing such an institution for the Twin Cities, it was located just south of the city limits, bordering the western boundary line of the Fort Snelling Military Reservation, of which it was originally a part. The area of slightly rolling land was farm property, owned by various individuals.

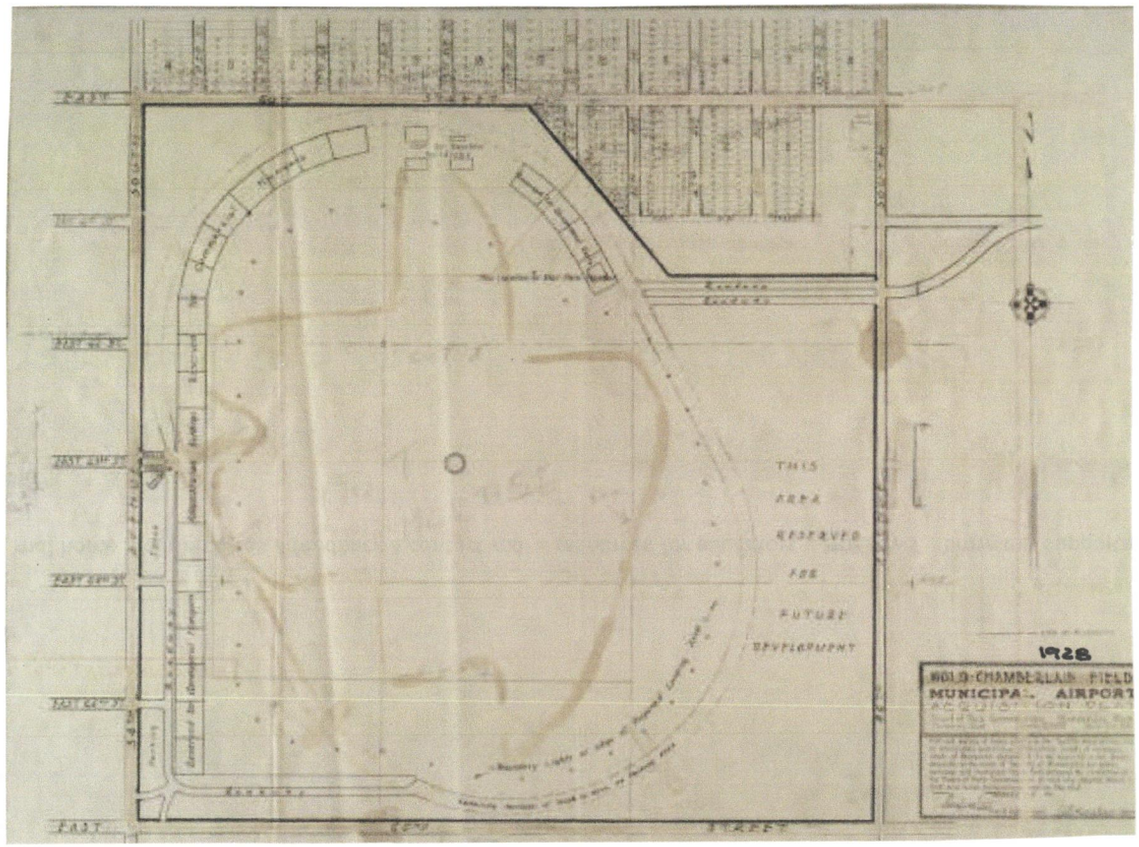
An organization was formed, known as the Twin City Motor Speedway. It was capitalized with funds and credits by citizens of both cities and elsewhere, and a concrete speedway of tremendous size built, housing an auto speed-track two miles long and with an average width of 87 feet, with extensive grandstand and other necessary administration and service building, equipment, approaches, and parking facilities. The President of the organization was F. H. Wheeler of Indianapolis and the General Manager, J. F. Sperry of St. Paul.

The first 500-mile race was staged on September 4, 1915, under the auspices of the American Automobile Association, with speed demons from many sections of the country participating—among them Barney Oldfield and Eddie Rickenbacker. The race was won by Earl Cooper in his Stutz, in five hours, 47 minutes, and 45 seconds. The fastest time ever made on the track was by Eddie Rickenbacker during the qualifying rounds, when he hit 114 miles per hour. On Memorial Day and Fourth of July, 1916, races were held there, and on July 14, 1917, the last big "doings" were staged—called the American Red Cross Auto Derby.

The race-track project turned out to be a failure in all directions and was a great financial loss to all investors. Faulty and defective construction, poor management, disagreement between the financial backers, etc., were quoted as reasons for the failure, and the undertaking died a stormy death, heralded as the "342-acre Farm Enclosed in Concrete." ~~The failure of this motor~~



1. Access to the airfield inside the oval was originally through tunnels under the race track.
2. The field used landing strips W-SE – 2700' E-W 2300'
3. 1921 hangers for National Guard Observation Squadron
4. 1920 – First hangar for airmail (80' x 90')
5. U.S. Navy Squadron Hangar constructed in 1928.
6. Minneapolis Park Board took possession of the field on June 1, 1928.



EMPLOYMENT

TWIN CITY LINES

STATEMENT OF NUMBER OF EMPLOYES

AS OF JUNE 30, 1916

	Total Employes Male	Total Employes Female	Reg. Sunday Workers	Reg. Night Workers	Working 7 Days Week	Hours of Labor
Track	419	0	33	0	33	10 to 12
Electric Line	57	0	0	0	0	10 (1)
Power Generation	170	0	100	50	100	10 & 12 (2)
General Shops	341	0	1	0	1	10 (3)
Station Shops	301	0	140	155	140	10 (4)
Building Construction	9	0	0	0	0	10
Boat Line	40	0	40	See Note	40	See Note (5)
Office Employes	98	46	0	0	0	8
Telephone Operators	0	10	0	1	0	6 to 9
Park Department	62	12	74	0	0	8
Club Rooms	16	0	16	0	0	9 (6)
Storehouse	53	0	1	1	1	10
TOTAL	1,566	68	405	207	315	

NOTE: 1, In the Electric Line Dept. there are no regular night or Sunday workers. The emergency trolley repair crews which are kept on duty Sundays are made up so that each man works every second or third Sunday.

2, In the Power Generating Department the repair men, coal handlers, etc. work 6 days per week and 10 hours per day; the Electrical Construction Department work the same while the Engineers, Firemen, Operators, etc. work 7 days per week with one day off each month, in addition to two weeks vacation each year with pay, they also work one-half on day shift and one-half on night shift and alternate each month.

3, In the General Shops there are no night workers, except the watchmen and all work six days per week and 10 hours per day, (except summer months when we close the shop on Saturday afternoon).

4, In the Station Shops half the crew work days and half nights; they work 7 days per week except in summer months when they are off duty Saturday afternoons.

5, The Boat Employes work from 10 to 13 hours per day, 7 days per week for 4½ months only.

6, The Club Room Employes work 9 hours per day. They are all required to work Sundays, but are allowed one other day off each week in lieu of Sunday.

9-[illegible]-16.

Copy to Labor Comm
by [illegible] 9/20/16

NUMBER OF EMPLOYES

JAN. 31, 1917

OPERATING DEPARTMENT		
Trainmen	2493	
Supervisors, Inspectors & Starters	63	
Office Clerks	16	
Station Foremen and Clerks	51	
Employment Bureau	7	
Schedule Department	24	
Switchmen	41	2695
MECHANICAL DEPARTMENT		
Station Shops	379	
General Shops	464	
Office Clerks	9	
Shop Foremen and Clerks	25	
Station Foremen & Rolling Stock Inspectors	24	901
MAINTENANCE OF WAY		
Office, Foremen and Timekeepers	26	
Track	330	
Curvemen	29	385
POWER & EQUIPMENT		
Office and Superintendents	21	
Underground	15	
Overhead	29	
Sub-Station	47	
Electrical Construction	17	
Steam Station	90	219
STORES DEPARTMENT		
Office	26	
Storehouse Delivery	35	61
MISCELLANEOUS		
Club Room Custodians	15	
Park Superintendent, etc.	5	
Telephone Operators	10	
General Passenger Agent & Clerks	2	
Ticket Office	2	
Janitors, etc.	9	
President's Office	2	
Secretary's Office	3	
Legal Department	3	
B.M.B.A.	8	
Treasurer's Office	28	
Auditor's Office	28	
Claim Departments	23	138
		4399

2-19-17.

Pension System Jan. 1 Is Gift to Street Car Men
Minneapolis Morning Tribune (1909-1922); Jan 2, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

Pension System Jan. 1 Is Gift to Street Car Men

Twin City Rapid Transit Company Announces New Benefit System.

Sickness, Accident and Death Payments Through Employes' Association.

Company to Contribute Half the Amount Paid by Workers in Dues.

Corporation Stands Whole Expense of Old-Age Pension System.

65 Set as Age for Retirement of Employes Under This Plan.

Employes of the Twin City Rapid Transit Company received New Year's greeting yesterday in the form of an announcement of the adoption of an old-age pension and benefit system. Faithful employes of the company who, through sickness, accident or old age, are incapacitated for further pursuance of their duties, will have provision made for them. The announcement was made by C. G. Goodrich, president of the company.

4200 Employes Affected.

The system will affect 4200 employes of the company. The plan has been under consideration for several years, but it was not until this year that the company felt able to carry it out.

An Employes Mutual Benefit Association will be organized. Various classes of members in the association, according to the amount of salary received, will pay amounts varying from 30 to 60 cents a month into the association. The street railway company will pay an amount equal to 50 per cent of the monthly dues of the members. Accident, sickness and death benefits will be paid. The company will pay for the management of the association and for the services of the medical staff.

The old age pension system is to be put into operation by the company. No part will be contributed by employes.

Employes who have reached the age of 65 may be retired on a pension. The pension will be 2 per cent of the average wage for the last ten years, multiplied by the number of years of service. Employes who have been employed for twenty-five years would, therefore, receive 50 per cent of their average wage for the last ten years of active service.

Comparison With Other Systems.

No other street railway pension plan provides for more than 1 per cent per year of service of the average annual wage. An employe who had served twenty-five years would, therefore, receive only 25 per cent of the wage as a pension.

Those who start to work at the age of twenty-five and continue until they are sixty-five, serving forty years, will receive 80 per cent of the annual wage as a pension, under the system adopted.

The following statement, setting forth the plan in detail, was made by C. G. Goodrich, president of the company:

"For some years past it has been the

(Continued on page 7, col. 1.)

WAGE ADVANCE FOR TWIN CITY EMPLOYEES

The Twin City Rapid Transit Company of Minneapolis, St. Paul and Stillwater, has announced that the wages of all its trainmen will be increased on June 1. This is a voluntary action on the part of the company and, coming as a complete surprise, was received with great satisfaction and pleasure, not only by the trainmen, but those dependent upon them for support.

The following is the new schedule of wages to be effective from and after June 1, 1907: For the first year of service, 21 cents an hour; for the second year of service, 22 cents an hour; for the third year of service, 23 cents an hour; for the fourth and fifth years of service, 24 cents an hour; after five years, 25 cents an hour. All trainmen appointed during the past year will receive the 22-cent rate during the second six months of the first year of service.

This means that a large percentage of the company's employees will immediately receive the maximum rate of 25 cents per hour, which is 3 cents more than the present scale provides.

The new scale of wages places the Twin City company in the top rank among traction companies. It has always been the desire of the company to promote a feeling of friendliness and loyalty on the part of its men. This feeling has developed not only by reason of the sharing of its prosperity with its men, but when sickness, bereavement or other misfortunes have overtaken them, the company has always shown a readiness to offer assistance, when such assistance was acceptable and desirable.

Company officials declare that the past five years have really marked the era of Twin City prosperity, and during that period, its work of improvement has been truly remarkable. Today, the plant is almost entirely new, and of the most modern and substantial character, one remarkable feature of the system being that it possesses but one type of standard car. Such conditions are to be found in no other city in the country. This splendid equipment is manufactured in the company's own shops, employing hundreds of men, and where are incorporated many manufacturing features to be found in no other street railway plant.

ETW 5-9-1907

Mechanical Dept Employees
January 1950

Shelling Shops		Car Stations	
Truck Shop	23.	Nic	37
Machine Shop & Tool	10.	ES	34
Machine Shop Balance	4.	LS	41
Wheel & Rail Shop	12.	NS	34
Electrical Shop	34.	Sn	42
Foundry	12.	Dul	31
General Repair	13.		219
Steel Shop	22.	3 Foreman @ each station	18
Wood Mill	17.	Total	237
Erecting Shop	30.		
Pipe & Boiler Crew	10.		
Sweepers	3		
Watchmen	6		
	196		
Gen Shop Foreman	1	Herbert P. Jacobson	
Chief Clerk	1	Esther Templeton	
Shop Foreman	11		
	13		
Total	209		

Minneapolis Street Railway Company Makes Changes in Wage and Work Conditions
Minneapolis Morning Tribune (1909-1922); Sep 26, 1917;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 12

Minneapolis Street Railway Company Makes Changes in Wage and Work Conditions

Horace Lowry Announces New Rules Bearing on Pay and Service After Series of Conferences With Committees From Several Stations.

Traction President Points to Salary Increases Made Voluntarily to Men During Last Four Years.

Wage and working conditions on the Minneapolis street railway having been under discussion by employes of the company, leading up to conferences between Horace Lowry, president, and men from the several stations, Mr. Lowry yesterday gave out a statement of the circumstances of the conferences and their outcome. Mr. Lowry's statement follows:

Petitions Are Started.

"On or about the 10th of September there were some petitions started in the various car stations requesting an increase in wages. As soon as the management was informed of the fact that these petitions were circulating, it at once invited all men interested to meet with the president to discuss the matter, and the particular request was made that not less than 15 men from each station attend the meeting.

"About 100 men met with me in my office, and I explained fully to them that business conditions were such that at the present time it would be impossible, in view of the company's earnings and expenses, to make an increase in their rate of pay, but that the management would carefully watch conditions from now until the first of the year and if at that time it was possible to do so an increase would be granted.

"The men were then asked if they had any working conditions or other things which they were not satisfied with, and when various individuals made various suggestions, I requested them to form committees consisting of three men from each station to carefully canvass the desires of the men in the various stations and report same to me as soon as practical.

"Following this meeting the following bulletin was posted at each station:

Bulletin Is Posted.

"'This morning at 10:30 there met in my office about 100 trainmen from the various stations. At this meeting there was discussed the subject of increased wages, and I explained to the committee that under present conditions it would be impossible to make any increase, but that if conditions at a later time warranted it, I will use every effort possible to bring it about. The men present indicated their confidence, and stated that they would leave the matter of wages in my hands.

"There was then discussed the subject of schedules and other working conditions, and various suggestions made with the idea of making runs and other matters more satisfactory to the trainmen. This committee of the whole appointed sub-committees from each station consisting of the following men:

"Lake street, George Chase, No. 2069; Fred Wegan, 2024; Peter Monson, 1763.

"East side, J. G. Hiller, 230; J. [illegible], 413; S. Hansel 66.

"Nicollet, J. G. Smetana, 715; Ernest Frank, 886; A. Bergeson, 803.

"North side, Henry Kitzman, 1248; C. J. Rost, 1332; C. Masterman, 1237.

"Snelling, Henry Kuchara, 2809; W. H. Thompson, 2738; N. J. Tedmon, 2607.

"Seventh street, F. A. Pulver, 3292; M. F. Cates, 3235; W. A. McCreight, 3648.

Chairman Is Elected.

"'These committees then met and elected Mr. Chase of Lake street station as chairman of the committee.

"'It is to be the duty of these committees at each station to carefully go over working conditions with the men in the stations, and all trainmen are expected to make to these committees any suggestions which they have which would tend to improve working conditions, at a cost which would not be prohibitive to this company.

"'Your management sincerely hopes that you will frankly discuss with your committees matters which you deem of interest, and in due course these committees will take the matters up with me personally.

HORACE LOWRY,
"'President.'

"'Sept. 12, 1917.'

"This committee met again in my office on Monday morning, Sept. 24, and presented a synopsis of what they maintained was the consensus of opinion as to what the men wanted. Their requests were as follows:

"'1. That weekday and Saturday runs be 10 hours, to be as equally divided as possible, and such runs not to take more than 12 hours from plugging in time until completed.

"'2. That Sunday runs be eight hours, as many as possible to be made in straight time.

"'3. That cashier be given a time clock, such as the one used at call clerk's window, and that each trip be stamped by cashier when money is turned in, such extra time to be allowed (if there be any).

"'4. That the first run out to be the first run in.

"'5. That the conductors be permitted to sit down at such places as the motorman has (that is) when circumstances permit. Also that the motorman's stool limit be extended on some lines.

"'6. That trainmen have free transportation on all lines when not in uniform. Ticket book such as those now used by office employes suggested.

"'7. That trainmen's numbers be done away with and a band with the word Conductor or Motorman to take its place.

"'8. That the card in the cars inviting patrons to report trainmen be changed, as it only invites trouble.

"'9. That toilets be furnished at the end of each line. Some lines haven't any.

"'10. That signal lights—those used on single track—be operated by electric switch.

"'11. That any trainman violating or abusing any of those requests be punished individually.

Signed

"'THE COMMITTEE.'

"This matter was thoroughly discussed and this morning the following bulletin was posted in all the car barns:

"'NOTICE TO TRAINMEN."

"'Your committees from the several stations met this morning with Mr. Horace Lowry, president, and presented for consideration the various changes in working conditions which were agreed upon by the general committee of its last meeting as representing, so far as the committee was able to determine, the consensus of opinion.

"'Your committee is pleased to announce that, after discussion of the various points, Mr. Lowry, on behalf of the company, has granted substantially all our requests, and the details of our understanding with him are as follows:

"'1. Week-day and Saturday Runs—As soon as practicable, 60 per cent of the weekday and Saturday runs will be brought within an outside time limit of 12½ hours, three-fourths of this 60 per cent to be completed within 12 hours. The remaining 40 per cent will be left as at present inside the limit of 14 hours, but it is understood that there may be a permissible variation of 5 per cent at individual stations. Runs will be kept as near as practicable to 10 hours, but when the platform time is less than that there will be an allowance to bring it up to 10 hours.

Stubs Will Be Arranged.

"'Short A. M. and P. M. stubs will be arranged so that regular men wishing more time may choose them if they so desire and mark onto them as regular additions to their runs.

"'2. Sunday Runs—As far as practicable, Sunday runs will be arranged so as to provide 8 hours worked on the basis of straight time. This will apply to all stations except Seventh street, the committee from that station having requested that Sunday runs be kept similar to week-day runs and, if the time is less than 10 hours, an allowance be provided to bring the time up to 10 hours.

"'It should be understood that new time cards can only be made by trained experts, and that there are now in effect 130 cards.

"'The schedule department will at once start resplitting these and will do so by taking cards from each station in turn and then going over the routine until all have been done over.

"'This is a large undertaking as at the present time only 14½ per cent of the runs come within the new spread agreed upon.

"'3. As far as practicable, time cards will be arranged so that the first man out will be the first man in.

"'4. There will be an allowance of 10 minutes per day for cashing in and pulling in time for both motormen and conductors. Effective October 1, 1917.

Question of Seat Limits.

"'5. Conductors will be permitted to sit down as far as practicable within the same limits as motormen, it being understood that conductors will only use the rear part of the long seats, and shall not sit down at places where the rules call for holding trolley or when car is loaded. This entire question of seat limits for motormen and conductors will be carefully reviewed, and the seat limits changed or lengthened where conditions permit. Effective as soon as suitable rules can be framed and bulletined.

"'6. Transportation for trainmen on all lines when not in uniform will be provided in the form of coupon ticket books similar to those now used by office employes. Effective as soon as suitable tickets can be made.

"'7. The elimination of the present large trainman's badge number was agreed upon. The management is to obtain samples of substitutes and the matter will be discussed at the next meeting.

"'8. There are a few lines on the system which are not provided with sufficient toilet facilities. As far as possible this will be remedied.

"'9. The question of automatic signals to replace those now operated by hand at single track extension will be investigated and the matter taken up later.

"'Your committee feels that the company has met our requests with a cordial spirit of co-operation. In the opinion of your committee, the understanding reached is very satisfactory and it is hoped that all trainmen will feel that our efforts have accomplished substantial results.

"'GEORGE CHASE,
"'Chairman Committee Lake Street Station.

"'J. POSS,
"'Chairman Committee East Side Station.

"'C. MASTERMAN,
"'Chairman Committee North Side Station.

"'J. G. SMETANA,
"'Chairman Committee Nicollet Station.

"'N. J. TEDMAN,
"'Chairman Committee Snelling Station.

"'M. F. GATES,
"'Chairman Committee Seventh Stree Station.

"'Approved:

"'HORACE LOWRY,
"'President.'

For Benefit of Public.

"We are making this full statement at this time in order that the public and the company's [illegible] employes may be informed of the facts and not be misled by certain unauthorized statements which have been circulated. The company has had no demands made upon it by any organization or group of men except those above enumerated, from the employes' co-operative committees.

"This company has at all times in the past done everything that it has been able to do for the welfare of its men and has always succeeded in working closely with them without any material disagreements.

"The company has always been willing and ready to meet with any individual or authorized committees of its own men, to the end of obtaining the best possible working conditions for its employes consistent with first-class public service and during the past four years the company has, without any demand from its employes, made three voluntary increases of pay, amounting to 24 per cent.

"HORACE LOWRY."

Pension System Jan. 1 Is Gift to Street Car Men

(Continued from page 1.)

desire of the management of the companies comprising the 'Twin City Lines' to adopt some plan providing for faithful employes when they had reached the age when they could no longer stand the physical strain incident to their employment, and when it was desirable that they should be relieved of their active work, and at no expense whatever to them.

"We believe that our companies are now financially able to carry out this plan and have worked out one which we hope will meet with the approval of our employes.

The Benefit Association.

"Briefly, the plan provides for the organization of an Employes Mutual Benefit Association, in the management of which our employes shall participate, and for the payment of disability, sickness and death benefits, as well as free medical services at the stations.

"Membership in the Employes Mutual Benefit Association is divided into three classes as follows:

Class A—Employes whose monthly wage is $100 and not over $208.33.

Class B—Employes whose monthly wage is $60 and less than $100.

Class C—Employes whose monthly wage is less than $60.

"The company will pay the entrance fee of every employe who joins the association during the first three months of its organization.

The monthly dues of the association will be:

Class A members ninety (90) cents per month.

Class B sixty (60) cents per month.

Class C thirty (30) cents per month.

"The company will pay into the association for its use and benefit monthly an amount equal to 50 per cent of the monthly dues of members. In addition the company will also pay the entire cost of management and administration of the affairs of the association, including the salaries and expenses of the medical staff.

"The company will also continue to furnish club rooms to employes, as in the past.

"The Employes Mutual Benefit Association will pay benefits as follows:

Accident Benefits.

Class A members, $12.25 per week for 52 weeks.

Class B members $10.50 per week for 52 weeks.

Class C members $7 per week for 52 weeks.

Sickness Benefits.

Class A members $12.25 per week for 52 weeks.

Class B members $10.50 per week for 52 weeks.

Class C member $7 per week for 52 weeks.

Death Benefits.

Class A members $600.

Class B members $500.

Class C members $300.

Pension System.

"The pension system established at this time provides for the payment of pensions to old employes who may be retired at the age of sixty-five (65) years, and draw a pension thereafter. The pension system is based on two per cent per year of service of the average annual wage for the last ten years, with a maximum of 50 per cent. Practically speaking, this means that all of our employes who retire on pensions will draw 50 per cent of their former wage.

"No part of the pension payments is to be contributed by employes, the company paying the entire pension.

"We believe, when the employes of our companies have familiarized themselves with the provisions of the constitution and by-laws of the Employes Mutual Benefit Association and the rules governing it, that the plan will meet with their cordial endorsement and that the association will have practically all of the employes enrolled in its membership within a few months."

President of the "Twin City Lines" Announces Pensions

C. G. Goodrich.

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BADGE NUMBERS

1940's

Car Station	Men	Women
East Side	1- 599	3700-3899
Nicollet	600-1099	3900-4099
North Side	1200-1699	4100-4299
Lake St.	1700-2499	4300-4399
Snelling	2500-3199	4400-4599
Duluth Ave.	3200-3699	4600-4799

Motormen: ODD numbers (Motorettes were called Operators).

Conductors: EVEN numbers.

(However I noted that Eugene Corbey who was a Conductor at Snelling Station from 2-12-1945 to 1-7-1948 had Badge Number 3616.)

Additional Hiring after World War II

1946: North Side Station again used the 1100 series.

1947: Motormen ODD numbers: Nicollet Station 5200-5299
North Side Station 5300-5399

September 8, 1951

Badge Number change: Bus low numbers were changed to Train numbers.
(Apparently Bus numbers were 1-999; highest number in use 1-1-1946 was 984.)

(over)

Probably early 1948 tghe 5000 series were abandoned and even numbers in old ranges assigned to motormen. All conductors were then changed to new numbers, still even numbers only,:

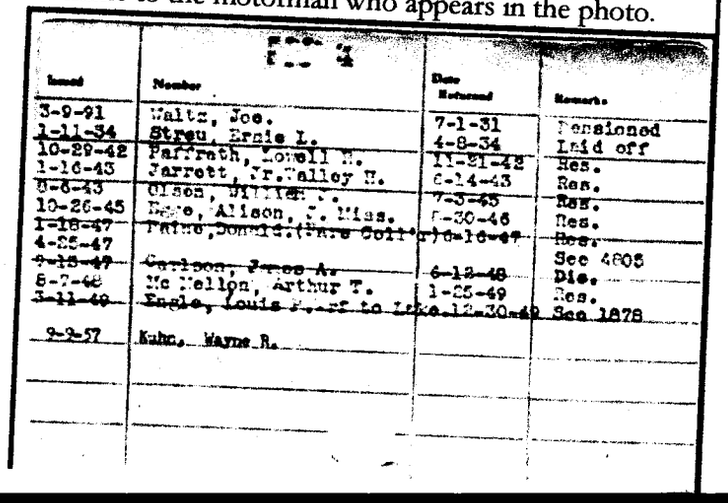
East Side	3200 series
Nicollet	3300 series
North Side	3400 series
Lake St.	3500 series
Snelling	uncertain

All men transferring to bus had been getting different badges for bus only, all Minneapolis numbers below 1000 I think, both odd and even. Under Mr. Green this was changed so only streetcar badge numbers were used; old "original" bus drivers who had never been on streetcar got 5000 series numbers.

Ed Nelson

Streetcar Employee Records Donated. For years, Larry Rolf, Metro Transit's training manager has safeguarded a card file that records the history of each streetcar and bus operator badge number. TCRT (and later Metro Transit) recycled badge numbers when employees left service. When operators left service, they would assign the lowest available badge numbers to new operators. There is a card for each badge number, and some go back to the 1890s. Some numbers were assigned to a dozen or more operators over the years.

The cards are now in a file cabinet in Aaron Isaacs' basement. He is working on a project to link them with photos in the MSM collection of the same operators. This is a joint undertaking with the Minnesota Historical Society. They have the employee work history cards that we donated to them some years back. The cards contain the employee's name, badge number, start and end dates, work location and some other stuff. People use them to research their family histories. The goal is to link them to a photo of that same person, one they've probably never seen. When I get done with this, they will be able to do it on the internet. The value of these newly donated badge cards is that they tell us which employee had the badge number when. If we can date the photo accurately, we can put a name to the motorman who appears in the photo.



Issued	Number	Date Returned	Remarks
3-9-91	Waltz, Joe.	7-1-31	Pensioned
1-11-34	Streu, Ernie L.	4-8-34	Laid off
10-29-42	Paffrath, Lowell H.	11-21-42	Res.
1-16-43	Jarrett, Jr. Valley H.	6-14-43	Res.
8-6-43	Olson, William J.	7-3-45	Res.
10-26-45	Egge, Alison, J. Miss.	8-30-46	Res.
1-18-47	Paine, Donald. (Pare Coll'r)	6-16-47	Res.
4-25-47			See 4805
9-15-47	Carlson, James A.	6-12-48	Dis.
8-7-48	Mc Mellon, Arthur T.	1-25-49	Res.
3-11-49	Engle, Louis F. [illegible] to Lake	12-30-49	See 1878
9-9-57	Kuhn, Wayne R.		

We received some additional TCL items from Gene Corbey's collection that Mary Ann found in an attic crawl space. Among the items were two large bound volumes that contained operating bulletins and special notices issued by the Supt Interurban Lines and Supt. St.Paul Lines for (1) the Interurban Lines and (2) to the Foreman of E. 7th St. Station, St.Paul from 1905 to 1910. There were a lot of notices about lost **CAP Badges** (their terminology). I was able to get some information that might help us with our collection of badges from Gene.

4-14-1905 mentioned Car Starter, St.Paul Division, badge #12 and Inspector, Stillwater Division, badge #13.

4-29-1905 Notice #652 Trainmen assigned to work on work cars must wear uniform cap and badge at all times while on duty.

8-16-1905 Switchman, St.Paul Division, #24. Road Dept., Minneapolis Div., #186.

9-26-1905 Roadmaster's Dept., St.Paul Division, #179.

12-2-1905 Mechanical Dept., St.Paul Division, #64.

12-4-1905 Electrical Dept., T.C.R.T. Co., #128.

1-1-1906 The Special Notice displayed four Tickets to be used by male employees to ride the cars free, to be effective 1-1-1906. One each for Mechanical Dept., Roadmaster's Dept., Electrical Dept., Operating Dept. These were good on both the Stillwater Interurban and Stillwater Local lines and on Interurban line cars in St.Paul.

1-29-1906 Roadmaster's Dept., St.Paul Division, #186. Roadmaster's Dept., St.Paul Division. T.C.R.T. Co., # 193.
3-19-1906 Roadmaster's Dept., T.C.R.T. Co., #238.
4-10-1906 Roadmaster's Dept., T.C.R.T. Co., #242.

5-3-1906 They added an Amusement Dept. ticket for employees to ride free.

5-16-1906 Inspector, Minneapolis Div., #21.

Motormen had odd numbers; ranged from quite low, #421, to quite high, #8017. Conductors even numbers, ranged from #1230 to #7082.

9-11-1906 Special Notice. After this date Inspector's badges with white figures and letters on black background bearing the word INSPECTOR will be honored for passage on all lines of the system.

9-28-1906 Special Notice. On and after Monday, October 1st, a new Departmental badge, (about half the size of the present Trainmen's badge, same material, workmanship and general appearance) will be honored for fare on any of the above lines. [not reproduced here] On and after Thursday October 2nd old style badges WILL NOT BE HONORED.

There were notices of new badges lost dated from 11-5-1906 to 2-16-1907, various dates. A 6-9-1907 notice summarized those individual notices in one list.
Department badges 5111,6005,6024,6040,7022,7037,7082,8005,8017.
Inspector badges 4,13,18,82.
Conductor badges 1230,2002.
Motorman badge 1159.

1-9-1907 displayed the Tickets to be used during 1907. Five forms: Mechanical Dept., Roadmaster's Dept., Electrical Dept., Amusement Dept., Operating Dept. [Note: they later added that women and children also could ride free on the Amusement Dept. ticket.]

8-31-1907 Only from Sunday September 1st through Sunday September 8th badges reading:
SWITCHMAN TWIN CITY RAPID TRANSIT CO.

CURVEMAN TWIN CITY RAPID TRANSIT CO.
CURVEMAN MPLS. STREET RAILWAY CO.
will be honored for passege within the city limits of Minneapolis.

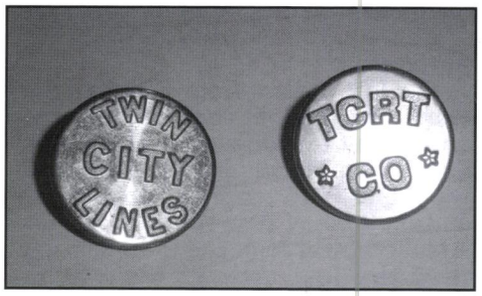
10-15-1907 Effective Monday October 14th both Conductor and Motorman students when wearing the oval, raised number, metal badge (commonly known as the student badge) properly exposed on the regulation uniform cap only, will be free riders on -----[list of lines omitted by me]. These badges will be recognized for passage during practice hours and while students are going back and forth to work; but will not be recognized for free passage of student on any divisions of the Lake Minnetonka or Deephaven lines, or on the Hopkins line west of the city limits, or on the St.Paul & Stillwater line.

12-18-1907 displayed only one Ticket for 1908. Employe Ticket. [Apparently decided to replace the five tickets with one.)

Different Subjects.

Wage Rates effective 1-1-1906: First six months in train service 20 cents per hour; after six months 22 cents per hour.

Uniforms. Two notices relating to ordering uniforms also contained the prices. If interested I can type this for you. The books are too large, too thick, and too heavy to make photocopies of the notices.
1-3-1906 Stillwater Interurban and Local lines.
1-23-1907 St.Paul Division.



Above: Brass coat buttons.

Below: This is a TCRT badge circa 1900, but we're not sure which type of employee wore it.

Next column, from the top, hat badges:

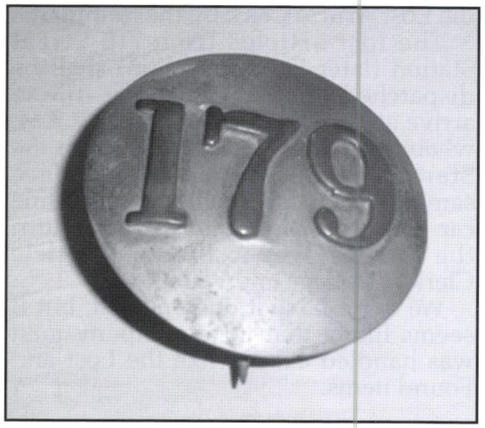
Motorman from the period 1905-1918.

Inspector, AKA starter or supervisor .

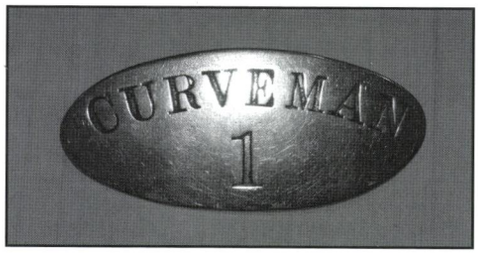
Curveman, who greased rails to reduce friction and noise.

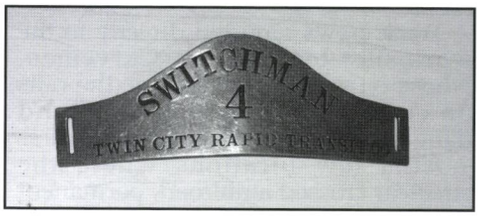
Switchman, employed in the station yard and at busy intersections.

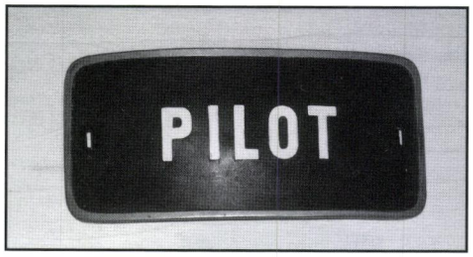
Motorette.

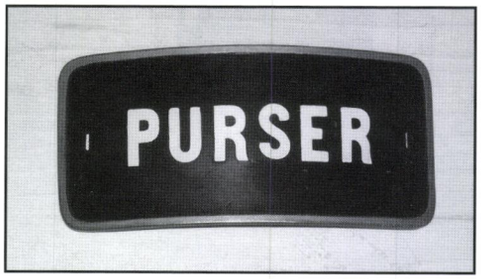


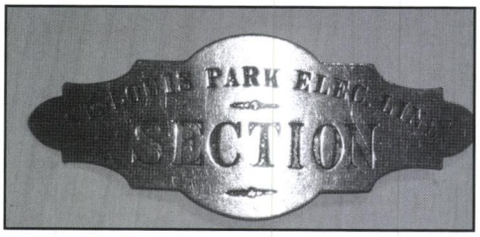
CONDUCTOR











This column, from the top:

Express boat pilot.
Express boat purser.
Stores Department.
Track worker on the Minneapolis Land & Investment Company St. Louis park line, pre- TCRT (very rare).

Van Heusen
Shirts
...turn their heads with a smart appearance!
MURRAY and
MALONE Co.
Transportation
Advertising
MA. 8601 ★ CE. 8601

TWIN CITY LINES
UNIFORM SPECIFICATIONS
from
TCL BUS AND TROLLEY NEWS
April, 1939

Material: Lincoln 72-3 Elastique, 18 oz.

Coat

Style: single breasted three button sack coat with round corners, with plain back. Peaked lapel.
Buttons: three black four-hole buttons sewed on front and backed with small button on inside. Two buttons on each cuff.
Edges: to be stitched 3/8 inch.
Seams: plain.
Outside Pockets: two lower outside pockets with flaps, which may be worn in our out. Edges of the lower pockets piped with horse-hide leather, ¼ inch exposed optional. Lower pockets to be 7 inches wide and 8 inches deep. Cash pockets inside of right lower outside pocket. One welt breast pocket 5½ inches wide and 7 inches deep. Pockets to be double stitched.
Inside Pockets: two breast and one left cash pockets, reinforced with same material as used for the coat; also piped with the same material. Reinforcements to be double stitched ¼ inch.
Cuffs: to have two rows of stitching 3/8 inch apart; first row 3½ inches from bottom of sleeve. Cuffs to be interlined with wiggan.
Inside Seams: all inside seams to be serged so that material will not ravel and drop to bottom of the coat.
Body Lining: Black Skinner's Satin rayon quality no. 8204, or Cotton Worsted Serge lining, guaranteed 15 months from date of purchase.
Sleeve Lining: Black Skinner's Satin rayon quality no. 8204.
Pocketing: no. 250 drill. Lower pockets to be covered at bottom with black silesia extending 2 inches from bottom.
Coat Front: to be of good quality and weight canvas. 50 pick haircloth and good quality felt. Haircloth to extend from shoulder to below the bottom button and canvas to extend full length of coat. Canvas shall be reinforced on either side with special stay material from lapel to bottom, 6 inches wide and secured with zig-zag stitching.
Edges of Coat: to be taped with pre-shunk black tape which shall be securely attached to the canvas front.
Pocket Support: pockets shall be supported by a stay extending from armhole to lower pockets and from the facing to the side seams of coat.
Inside Pockets: shall be taped around edges to prevent pockets from pulling out and sagging.
Arm Shields: shall be of Black Skinner's rayon no. 8204, turned in and double stitched to the lining. 6 inches in length and 2½ inches deep.
Under Collar: of all wool material to match the cloth in the coat.
Stitching: all garments to be sewn throughout with pure dye silk.
Button Holes: best quality machine made.

Trousers

To be made with two side, two hip, and one watch pockets of no. 250 drill. Black twill waistband lining reinforced with canvas. To be seat lined with good grade muslin. To have ¼ inch welt seams. Bottoms to be felled. Keystone belt loops. Suspender buttons on inside sewed through and through. Cuffs optional.

Optional features: side and rear pockets leather piped. Leather heel and toe guards.

Vest

Single breasted, no collar, edges double stitched 3/8 inch. Four outside pockets and one inside pocket. Six buttons on front. Rayon back no. 8204. Pearl sateen lining.

Manufacturers were:

Fechheimer Brothers Company, Kansas City.

Hirsh Weintraub Co., Philadelphia.

Cap

There was no specification printed and no illustration. The newsletter carried MOTORMAN BILL blurbs which showed him with the military-style peaked cap.

Standard Clothing House
6th St. and Nicollet Ave.
Minneapolis

May 1939 Advertisement

Coats $18.30	Trousers $9.60	Vests $3.50	Caps $1.85

WHY NOT YOU?

The above picture shows a Twin City woman who is now working as a street car conductor on the Twin City Lines.

This is easy-to-learn work, clean working conditions, good pay while in training. Why not count yourself in on this patriotic opportunity? Most women with a grammar school education, not now working in war industry, can qualify. Apply 1526 University Avenue in Midway District. Why not come in tomorrow? Transportation is vital to winning the war. Here is an opportunity to do your part in an essential job.

TWIN CITY LINES

Motorette Count

MOTORETTES & CONDUCTORETTES IN SERVICE

Month		Number Hired	Number Left Service	Total Active
July 6 - First hire at Nicollet Station				
July 15 - First hire at Snelling Station				
1943	July	15	2	13
	Aug	15	1	27
Sept. 1 - First hire at Lake Street Station				
	Sept	7	4	30
	Oct	13	3	40
Nov. 8 - First hire at North Side Station				
	Nov	16	6	50
	Dec	14	3	61
1944	Jan	18	9	70
Feb 16 - First hire at Duluth Station				
	Feb	16	7	79
	Mar	26	7	98
	Apr	33	6	125
	May	34	16	143
	June	30	16	157
	July	22	17	162
	Aug	29	15	176
	Sept	16	15	177
	Oct	12	18	171
	Nov	2	17	126
	Dec	6	5	171
1945	Jan	21	19	173
	Feb	10	8	175
	Mar	15	13	177
	April	12	11	178
First conductorette hired				
	May	15	15	178
	June	16	11	183
	July	19	20	182
	Aug	6	25	163
	Sept	7	12	158
	Oct	4	21	141
	Nov	2	17	126
	Dec		5	121
1946	Jan		19	102
	Feb		8	94
	Mar		7	87
	April		6	81
	May		6	75
	June		7	68
	July		8	60
	Aug		6	54
	Sept		3	51
	Oct		2	46
	Nov		1	48
	Dec		2	37
1947	Dec		9	37
1948	Dec		8	29
1949	Dec		1	28
1950	Dec		3	25
1951	Dec		1	24
1952	Dec		4	20
1953	Dec		3	17
1954	Dec		3	14

SNOW STORMS

REIGN OF THE STORM KING
Minneapolis Tribune (1867-1908); Nov 23, 1898;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

REIGN OF THE STORM KING

While Comparatively Brief, It Was Severe on His Subjects.

For a Time Minneapolis Was Under a Santiago Blockade.

Order, However, Is Now Coming Out of the Tempest Chaos.

"I never saw anything like it," was the verdict of the "oldest inhabitant" yesterday, as he paused in his work with the snow shovel to converse with his old chum who had "dropped down" his way for the purpose of comparing notes.

"I reckon this beats anything we ever seen," said the new-comer, with ill-concealed irritation. "I just tell you I crawled into the house Monday mornin' early and you bet I stayed there till today noon. Don't catch this chicken out this 'ere kind o' weather. Not if the old man knows himself, and I guess he does."

For once, at least, in his long and varied experience, the "oldest inhabitant" had to take a back seat. He may hereafter try to convince himself that things were different in the old days, but at heart he will always hold to the opinion that the weather just experienced has been just a trifle more remarkable than anything that has ever been experienced in this section for scores of years.

Not that it was cold. It was not. The temperature was fairly decent and respectable, but when you combine weather 15 degrees above zero, with fairly falling snow, driven by a 30 or 40 mile gale of wind, you have a combination that is about as strong as the heartless weather man dare make it.

CAME AS A SURPRISE.

Like a thunderbolt from a clear sky came the tempest. True, the weather bureau did predict that colder weather might be expected, along with snow flurries, but it is useless for the government prognosticator to try to convince his fellow men that he "told all about it," for he did not. As compared with the reality which faced the pedestrian all day Monday and Monday night and a share of Tuesday, the predictions of the weather man were but gentle hints. Sunday was one of the pleasantest days of the season, and the gallant young man paid his devoirs to his lady love clad in his very best, including a light overcoat, which he allowed to swing carelessly to the breeze, unfettered and untrammeled by buttoning. Monday morning, when he took a look at the landscape from the dining room window, he remarked to his friends that it "was snowing" and started for the office with no thought for what was in store. At noon, when he lunched, he discovered that the wind was blowing a stiff gale, and that more snow was falling, and heartily wished that he had thought to take along his winter overcoat. In the evening he cursed the stupidity which had led him from home in a state so illy prepared for the exigencies of the weather. He swore softly, under his breath, when the wind caught his derby and carried it buoyantly across the street, and later he muttered imprecations upon the street railway company, which had not enough "gumption" to keep their cars running for the accommodation of its regular patrons. Then he set out for a dreary and wearisome walk to his own fireside.

The storm increased in violence during Monday evening, and it was not long until all the street car lines in the city were practically in a state of "suspended animation." Try as they might, the men in charge of the snow plows could not keep the lines open. No sooner would they work their way for a block or two than the strong wind would drift the snow back in the old places and the labor of hours would thus be undone in a few minutes. Soon after midnight the entire city was practically tied up as tight as could be, and not a street car was in motion. Ordinarily this would have proved a great boon for the cabmen, but on this occasion it was not. If you lived in the outskirts of the city and wished a cab you either had to pay $5 for the transportation or remain at a down town hotel. Walking was almost entirely out of the question except for a few squares in the center of the city. The wind howled in merciless glee and carried the snow with it in blinding clouds. Standing on one side of a street it was all that one could do to discern objects on the opposite side. Belated pedestrians along the business avenues and streets would creep to the shelter of the high buildings, and when an especially strong gust of wind came along either go with it or save himself by hanging desperately to lamp posts or other stationary objects. If he wished to cross at a street intersection where the wind had a better chance to display its full malignity, the chances were that he would make a diagonal transit and land on the corner opposite the one aimed for.

CAUGHT FAR FROM HOME.

Naturally the storm had for its chief victims those unlucky persons who had been compelled to remain down town during the evening, and Voegeli's drug store was the favorite refuge of many of the belated ones. At one time during the evening fully 50 persons were crowded into the store, waiting in a vain hope that a charitable street car would come along and take them home. Most of these unfortunate people had the good sense to take up quarters for the evening at some convenient hotel. Some may have walked home. Those who did will remember it as an epoch in their lives. Seven little girls, who had been working during the evening, were at Voegeli's at about 10:30 o'clock, waiting, with the others, for a car. At about midnight, when it was evident that transportation in Mr. Lowry's palace cars was out of the question for some time to come, the seven were taken care of by kind-hearted men who hunted up comfortable lodgings for them. At 3 o'clock in the morning the special excursion train bearing the party of Democrats who had spent the previous afternoon congratulating Mr. Lind at New Ulm, arrived in the city. About 130 were in the party, and a rush was made from the train to get a cab. Disappointment was the lot of all. A single cab only was to be had. It was an interesting sight to watch this crowd push its way along Washington avenue to the center of the city. Occasionally the wind would carry a bunch of them out of the route and land them in the middle of the road, and again the walk would prove too slippery, and many were the bumps received by the faithful. What the party did with itself it would be impossible to say, but it would be a safe prediction to say that few of them saw home until morning.

It is beyond doubt that Minnesota, for the nonce, has lost its right to be called the champion banana belt of the country, but, as in all things, there were "consolations." The small boy could not get to school the next morning, and he was very glad of it. The schools were all closed yesterday, but will be reopened today.

All the railroads leading into the city were sufferers to a more or less extent, and trains were delayed all the way from 30 minutes to 10 hours. In this respect the storm king "played no favorites," and all were about equally affected. While the interruption to street car traffic was quite general in both Minneapolis and St. Paul, by dint of especial effort the old Interurban line was kept in fairly good running order, and was the first to resume business with anything like old-time regularity. As might be expected, the Como-Interurban was tied up before midnight Monday and one of the cars on that line became fast in the snow in the vicinity of the St. Paul workhouse.

Blockaded in a big drift near Como Park, 25 passengers on Como Interurban car No. 748 remained from 4 o'clock Monday afternoon until late yesterday afternoon, prisoners of the storm. Among those on the car were former Governor A. R. McGill, St. Anthony Park; Miss Katherine Smith, St. Paul; C. T. Rogers, Minneapolis; J. C. Lewis, Louisville, Ky.; Miss Winifred Woolworth, Minneapolis; Mrs. Theodore Patten, Minneapolis; M. A. McGuire, Minneapolis; William Boyle, Stillwater; Mrs. D. F. Jones, Sparta, Wis.

The car was bound for Minneapolis, and ploughed its way slowly to the incline a quarter of a mile west of the Ramsey county workhouse, where a snow drift half a dozen feet high stopped its further progress. The passengers hardly realized at first the seriousness of their plight, hoping that every time the motorman turned the crank the car would break through the drift and continue its journey, but the true situation gradually dawned upon them, and they settled themselves for an indefinite stay in the not too comfortable quarters.

Gov. McGill and one of the women passengers, however, were rendered desperate by the prospects of a night in the storm, and decided to venture an escape. Buffeting the wind and snow they started out and laboriously made their way to the workhouse, where carriages were telephoned for and finally took them to their homes, shortly before midnight.

With the other passengers there was nothing to do but to wait for relief. Some took the predicament cheerfully, while others appeared much concerned, and a few snuggled up in the seats to go to sleep. The trainmen were induced to go to a farm house and get fuel to keep the car stove burning all night, but when everything was comfortably warm the passengers discovered that they were hungry. Foraging expeditions through the storm were impossible, so the prisoners contented themselves with their thoughts for food and made the best of a bad bargain. Toward daylight, however, several of the party struggled to the workhouse and returned with bread and coffee for their fellow passengers. The food was plain, perhaps, but the party enjoyed it immensely.

At 10 o'clock yesterday morning no relief had reached the blockaded car and the company was communicated with by telephone and asked to send out carriages. A bus was dispatched to the car, but by noon had not reached it. At this time Miss Katherin Smith, daughter of Gen. Willard Smith, was rescued by a carriage sent out for her. Later Mr. Rogers and Mr. Lewis, with several others, started out and walked across to the old Interurban line, which they reached much exhausted.

MANY VACANT PLACES.

In this city yesterday morning there were vacant places in many of the business offices and in shops and factories. It was simply impossible for people to get in from the outside until late in the day. At the Glass Block, for instance, not enough clerks had arrived at the usual hour for the transaction of business, even had customers ventured out, and the store was closed till afternoon.

While telephone and telegraph service seem to have suffered but little, the newspapers have received but meager accounts from inland towns and villages, and it is impossible to say whether there was any loss of life, except that reported elsewhere, an unknown man having been found dead near Long Lake. The only accident in Minneapolis was to Gustav Johnson, one of the men employed upon a street railway snow plow. His wound was painful, but not dangerous.

All in all, it was the most severe storm of the kind ever experienced in this country, and it may be gratifying to know that Minnesota was not the only sufferer, but that it extended entirely over the North American continent, and is thus entitled all the more to our deepest and most enduring respect, if not regard.

In this city the end came practically at noon yesterday, when the wind had so far died down as to make travel comparatively easy and the snow had ceased to fall. The prospects now are that clear, cold weather will ensue, and that the thermometer will fall below zero before this catches the eye of the reader.

The temperature fell rapidly last night. The thermometer at Voegeli's at 6 o'clock last evening registered 10 degrees above; at 9 o'clock, 3 above; at midnight, zero; at 2 o'clock, 2 below; at 4 o'clock, 5 below.

THE BIGGEST EVER.

Storm Covered the Entire North American Continent.

The weather observer says there have been worse storms than the one just passed, but none that was so extensive.

Some idea of the extent of the November, 1898, snow storm can be had when it is stated that it stretches from the Rocky Mountains to the great lakes and beyond, from the northern Canadian border to the gulf on the South. In other words, it may be stated that the storm includes the entire North American continent, for before it has run its course the effects will have been felt in one form or another in every part of the United States. The snowfall is not great, however. The present record of 8½ inches of the beautiful has been surpassed at other times in years gones by. The snow has been made up of unusually fine particles, which, with the high wind, has given the storm the general character of a blizzard. The velocity of the wind ranged from 24 to 30 miles an hour.

The storm originated in the South near the gulf. The warm winds sweeping up from the gulf encountered the chilling blasts from the Northwest. The moisture of the South coming in contact with the cold, westerly winds, caused a formation of snow.

There have been some memorable storms in past years. Perhaps the most severe was that of November, 1886. The snow began falling the morning of the 16th and continued uninterruptedly till the morning of the 18th, a period of 48 hours. During this time, 14 inches of snow fell, or, about half a foot more than on the present occasion. The temperature ranged from 25 to 13 degrees and the velocity of the wind from 19 to 30 miles an hour. For two days but few of the street cars were able to run, and it was not till the 18th that a showing was made in this respect.

Trains running into the city were late all the way from five to 10 hours and on many of the roads traffic was abandoned.

In a period of 20 years the storm of November, 1886, holds the record.

The next storm of any importance occurred Feb. 27 and 28, 1893. On that occasion 13 inches of snow fell and the temperature ranged from 23 to 11 degrees. The wind blew a gale of 35 miles per hour. The following spring there was a freshet, the water in the Mississippi rising to a height of 14.4 feet.

Nov. 10, 1896, 10 inches of snow fell, and the temperature droped to 4 degrees. There were immense rain falls the following spring and the flood of 1897 with the consequent rampage of the father of waters will be recalled.

Jan. 3 and 4, 8 inches of snow fell, and Jan. 16, 3.7 inches. March 11 and 12, 1897, the record was 7 inches.

TRACKS CLEAR AGAIN.

Street Cars Will Be Running Regularly This Morning.

The Twin City Rapid Transit company announced last night that, without unexpected mishaps, every line in the city would be opened this morning, and probably cars would be running on time.

By 10 o'clock last night cars were running on all tracks excepting Second street northeast, Oak street, Como-Interurban, Minnehaha, Bryn Mawr, Bryant avenue. All night long a dozen snow plows were kept constantly at work opening up the lines which had been coated with a covering of snow for 36 hours.

The Washburn Park and Camden Place, Twentieth and Hennepin, Fourth avenue, Cedar and Emerson, Plymouth and Bloomington lines and the Interurban were running during a part of yesterday. The First avenue line was the first to be operated yesterday morning. At first the cars could not get beyond Thirty-first street, but by vigorous effort the line was opened to the end during the day. The Fourth avenue line was opened after hard work, but it was not until last night that the Sixth avenue branch had been cleared. It took considerable work to clear up the Plymouth and Bloomington tracks, and this was not accomplished until late last night. All North Minneapolis lines were snowed under, but in the afternoon the tracks were partially cleared as far as Twentieth avenue north, and last night the cars on that line were able to reach their terminus on Penn avenue north. The Camden Place tracks were shovelled off during the morning, and this line made fairly good time, although none of the cars could keep anywhere near the schedule. At 10 o'clock last night the Monroe and Lyndale tracks had been cleared and the cars were running.

The immense snow plow, called, affectionately, the Jumbo, did effective work last night. It first opened up the Eighth avenue line, and then opened the way on the Central avenue side, which was clear by 10 o'clock. Second street northeast was visited, and after midnight Western avenue was opened. This line, with the exception of the Western avenue branch, was in operation at 11 o'clock last night.

At 5 o'clock last evening the Interurban line was open through to St. Paul. Cars on this line had been running nearly all day, but only at intervals. Much trouble was experienced with snow drifting into the cuts after having been shovelled off time and again.

The Minnehaha branch was closed all day, but it is expected to have it opened this morning. Cars ran at infrequent intervals on the Riverside tracks, but much trouble was had with drifting snow. Oak street and Kenwood were blocked all day, but were visited during the night by plows, of which more than a half dozen .... kept at work during the night. The tracks on Thirty-first street, between Nicollet avenue and Hennepin, were blocked during the greater part of the day, but last evening the drifts had been cleared away.

A large force of men were at work all night. The strong wind Monday night and yesterday completely baffled the efforts of the company to keep some of the lines open. As soon as the drifts were cleared off the wind would blow the snow onto the tracks again, and the work of removing it had to be done over time and again. By today it is expected that the snow will be cleared away and packed down so that it will not blow back on the car line.

Cars stopped everywhere during Monday evening, when the storm was at its height. Cars piled up on each other, although the suburban lines were the first to be totally tied up. All efforts to run cars on schedule time was abandoned. Cars were kept out on all lines during the night to keep the tracks clear, but it was a hopeless job, as many of them were stalled, one being held until morning near Second street and First avenue south.

Many passengers braved the storm after their cars had become stalled and walked home. Hackmen were offered large sums to take people home, but even they in many instances refused to expose their teams and themselves to long drives. Two cars on the Riverside line became stalled near Thirty-second street Monday night, and there they were compelled to remain till dug out. The crews remained with them, and fortunately they had sufficient fuel to keep them warm. The neighbors helped to rescue them in the morning and furnished them with breakfast.

As soon as daylight came, in spite of the fact that the storm was still raging, heroic efforts were made to clear as many lines as possible. Every available man and piece of machinery was put to work, and by last night the situation was fairly tolerable.

Many people walked down town yesterday. One man came down on an Eighth avenue car which was trying to open the lines. It took him just two hours to reach Third street and Hennepin from Lake street and Chicago avenue. People on their way to work yesterday morning heroically battled with the beautiful, and long lines of pedestrians could be seen coming down Washington avenue north, First avenue south and Hennepin avenue. They had to beat paths, not an enjoyable experience by any means.

On the Interurban line the wind continued to drift snow during the afternoon. The tracks were kept open by running a snow plow, propelled by two cars.

On every line drifts as high as one's head were found. Even the largest of the snow plows had to make several attempts to make a road through them in most cases. When a plow found itself stalled it backed up a block or two and hurled itself at the drift with full force. This caused the snow to fly many feet into the air and it scattered everywhere. Especially on Plymouth and Twentieth avenue north were the drifts very deep.

The street railway company could not have kept all their lines open had they had a plow for every track. The light drifting snow, the strong wind and the long continued storm were elements which were hard to conquer. The company has done its best, and the storm is admitted to be the worst in recent years as far as street car traffic is concerned.

THEY ARE STILL TIED UP
Minneapolis Tribune (1867-1908); Mar 14, 1899;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

THEY ARE STILL TIED UP

SOME OF THE STREET CAR LINES NOT OPENED FOR TRAFFIC.

Snow and Ice is Packed So Solidly That the Plows Are Unable to Remove It—The Company Employing Every Means to Raise the Blockade—City Engineer, Looking to the Future, Making Preparations to Take Care of a Rush of Water—Rain or Snow Predicted, Which Will Make a Bad Matter Worse.

Yesterdady saw the snow problem quite well worked out and a warm sun in the middle of the day made inroads into the snowbanks. The weather man predicts rain or snow for to-day, but Minneapolitans are devoutly wishing that his prediction may prove false, as either a rain or additional snow would tend to make matters worse than ever.

The city engineer's office has already begun to consider the question of possible floods. Gutters and sewer catch-basins are buried under huge drifts of snow and much trouble is feared unless the gutters and basins are immediately opened. City Engineer Sublette and the street commissioners of the down-town districts held a confarance with General Manager Hield yesterdady afternoon to consider what action should be taken.

It was agreed that unless something be done immediately great damage would result when the snow began to melt in any quantity. The conference was short and resulted in an agreement whereby the street commissioners were told to go ahead and clean up the streets as rapidly as possible and open the gutters and basins, the street railway company agreeing to stand its share of the cost. Teams and men were at work before the close of the day hauling away the snow, huge drifts of which are piled in the down-town streets.

The street railway company failed to get all of its lines in operation yesterday as it had predicted. The day closed without seeing a street car on the Sixth avenue N, Minnehaha or the Como extension to St. Anthony Park of the Como-Interurban line. People forced to be at work by 7 o'clock yesterday morning adopted every imaginable means to secure transportation down town. Wise liveryman had out huge bob-sleighs such as are used for sleighing parties, and made trips down town for 5 cents per passenger, and were loaded. Every sleigh of every kind, even to a garbage cart coming toward the center of the city, had each its quota of early passengers. Residents of Kenwood, finding themselves snowbound, secured a bus. "Bob" Evans, United States district attorney, drove the bus, which included among its passengers Carl Wallace, B. R. Coppage, W. H. Levings and others. They say that $3.65 was the price paid for the bus.

Yesterday forenoon found street cars running on the Fourth avenue short line, the Plymouth and Bloomington, First avenue S and Twentieth avenue N, Camden, Cedar and Emerson, Harriet from Thirty-first street to Fifteenth avenue SE and University, the Eighth and Central, Monroe and Lyndale, Western avenue. In the afternoon the Kenwood line and the Hawthorn line were opened, but not without considerable difficulty.

A thirty-ton snow plow attempted to clean the curve from Hennepin avenue on to Twelfth street, and after several futile attempts to start, it backed up and took a running start. So hard was the ice frozen in the flange of the rail that it threw the huge plow off the track and it ran two car lengths off the track. A big flat plow attempted to pull the other plow back upon the tracks and failed, breaking two heavy steel gears in the attempt. Then the big jumbo plow was sent out, and finally got the plow back on the car track. Picks and shovels had to be used a large proportion of the distance before the Hawthorn and Bryn Mawr tracks were cleared and cars were running. Every man willing to work who could be found was given a job.

The Kenwood line was plowed out by the middle of the afternoon and cars placed in operation. By 6 p. m. the Second street NE end of the Western avenue line had been opened and a car which had been snow-bound at the end of the line since Saturday night was able to proceed, much to the delight of its conductor and motoneer.

The Columbia Heights extension of the Central avenue line was opened in the evening, as was also the Thirty-eighth street extension of the Fourth avenue line. At midnight a crew of some twenty men and plows at work on the Bryant avenue line reported that it was open. Several of the large four-motor plows were at work on the Harriet line beyond Thirty-first street and it was reported as nearly open at midnight.

Late last evening the company attacked the Sixth avenue N line, which has been closed since Saturday night. A car stood snow-bound at Sixth and Morgan avenues N from 9 o'clock Saturday until 2 o'clock yesterday morning with its crew in charge. In the afternoon the company made an attempt to open the Sixth avenue N line but failed, as the ice was frozen into the flange of the rails and had to be picked out. Last night a crew of seventy-five men, with picks and shovels, and the Jumbo plow, started out to open up the line. At 11 o'clock the men were picking open the rails on the Fifth street bridge. The snow was packed solid to the rails in many places so that even the Jumbo plow, which weighs some fifty tons, was derailed by ice and its progress up the grade to the bridge was found an utter impossibility until picks and shovels had cleaned out the tracks. About 2 o'clock this morning the Sixth avenue N line was open and the Jumbo plow started for the Minnehaha line, which the company hopes to have open this morning. On the Minnehaha line from Cedar avenue to Twenty-seventh avenue S every inch of the way must first be opened with picks and shovels.

With the completion of the Minnehaha line the company will have every line open with the exception of the Como avenue extension of the Como-Interurban. This is regarded as of not as much importance as other lines and will be opened to-day and meanwhile Como-Interurban cars run from Lake Harriet to Fifteenth avenue S and University and cars run from St. Paul to St. Anthony park on the other end.

Saturday night a party consisting of Mr. and Mrs. T. F. Cann, J. P. Annarter of Minneapolis, H. L. Nixon of St. Paul, B. F. Oakes of Merriam Park and M. M. Clark of Duluth left for St. Paul on the Como-Interurban and were snowbound near St. Anthony Park. One member of the party had a violin and the night was passed in music and songs with story-telling. In the morning breakfast was secured from a neighboring house and after the storm subsided the party walked to St. Anthony Park and finally reached home.

That portion of the Midway district lying upon University avenue between the Interurban barns and the Minnesota Transfer bridge presented a weird spectacle yesterday. The huge telephone poles upon which were strung 150 wires were broken in two, and in several instances in three places, while the cross-arms with the wires still attached lay in adjacent lots, upon housetops and on sheepsheds.

A hundred or more linesmen were upon the scene early in the morning planting new poles and untangling the fallen wires, stringing new ones and restoring order our of chaos. The scene forcibly reminded one of a cyclone rather than the overweight from snow and sleet.

A COMPLETE BLOCKADE: STORM OF SATURDAY NIGHT HELD THE CITY IN ITS GRASP S
Minneapolis Tribune (1867-1908); Mar 13, 1899;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 5

A COMPLETE BLOCKADE

STORM OF SATURDAY NIGHT HELD THE CITY IN ITS GRASP.

So Sudden Was Its Onslaught, and so Violent Its Character That There Was No Time to Prepare to Combat It or Withstand Its Effects—Travel on the Street Railway Lines Seriously Interrupted—Cars on Several Divisions of the Great System Are Not Yet Moving—Telephone Wires Prostrated, and the Service Cut Off Except Within a Limited Area—Shoveling Snow Was the Principal Work on Hand Yesterday—All Trouble Expected to Be Cleared Away by This Evening, However.

Yesterday good citizens of Minneapolis used the snow shovel. Muscular Christianity was the order of the day and it was easy to locate a lover of his fellow man by traveling or attempting to travel over his sidewalk.

All day yesterday Minneapolis battled with the snow which had begun to blow and drift at 5:30 Saturday afternoon and continued with terrific force until nearly 11 o'clock yesterday morning. The street car company was busy with scores of snow plows and hundreds of shovelers. Many lines presented a solid wall to the snow plows and only fell before the shovel and pick. The North Side, the East Side (except for the Como avenue line) and the northwest portion of the city were completely and entirely snow-bound until evening. The company did its best and when the many things with which it had to contend are considered, it is remarkable that the lines were in operation as soon as they were and this is due to unabating and tireless work.

In many portions of the city the snow drifts were several feet deep. In the outskirts the snow was even deeper and streets and sidewalks were well-nigh impassable. Few stirred out of the house except those obliged to by force of circumstances, and good citizens who shoveled off their sidewalks. It was fortunate that the day was Sunday and that few found it necessary to venture out of doors. The snow fell and the wind blew until after 10:30 yesterday morning. Fortunately the weather continued mild, the thermometer ranging in the vicinity of 20 degrees above zero throughout the day.

VIEWED EFFECTS OF THE STORM.

In the afternoon many citizens fortunate enough to own a horse and cutter drove about the city to view the effects of the storm. The streets were all nearly impassable, however, excepting such as had been opened by the street car company. Places in the street might be noticed where there was no snow at all and but a few feet away a huge drift from four to eight feet in depth rose as a barrier to further passage. The velocity attained by the wind may be imagined by the havoc it played with signs and awnings. In many cases windows were broken. A heavy plate glass window in the Hennepin avenue front of F. C. Weinhold's West Hotel drug store was blown out by the wind, as were also windows in Cussler's dry goods store at Plymouth and Fifth avenue N. Across Fifth street on the north side of Hennepin avenue was a huge snow-drift fully five feet deep. Fifth street from the corner nearly to First avenue N was then as clear as though no snow had fallen.

The telephone company, railroads and telegraph companies experienced great trouble with the storm, which seemed to center almost entirely about the twin cities and to the south. The Northern Pacific coast train due in Minneapolis yesterday morning arrived in the Milwaukee depot about on time and without having experienced trouble. The train stuck in the train sheds, however, and it required considerable time and several locomotives to move it. The Sunday train on the Milwaukee for Chicago started out with three locomotives. All trains on the southern Minnesota division of the Milwaukee were entirely suspended on account of washouts, five feet of water being reported at points and the Root river was reported on a rampage. The Burlington train due at 8:45 with "The Prisoner of Zenda" company was ditched at Victor and did not arrive until late yesterday afternoon. Railroad and telegraph officials reported the storm as extending south and west of the twin cities forty or fifty miles.

The Northern Pacific's morning limited for the coast, which left Minneapolis one hour late, arrived in Fargo not over ten minutes behind time. Telegraph companies reported many lines down and trouble with the wires owing to moisture, but both companies were able to satisfactorily care for all business of the day.

TELEPHONE SERVICE INTERRUPTED

The Northwestern Telephone company had as hard an experience as at any time during its history, and will sustain a damage running into the thousands of dollars from the storm. Local lines worked all right yesterday in the majority of cases. Between Minneapolis and St. Paul over one-half a mile of poles, carrying 150 telephone wires, were down, but the company expects to have the damage remedied by noon to-day.

Superintendent Wainman stated to The Tribune yesterday afternoon that it was impossible to obtain any connections north of Anoka, south of St. Paul or southwest of Mankato, and that many of the trunk lines had sustained damage. He thought it would not be possible to obtain an aggregate idea of the damages sustained by his company before to-day.

That there was only one fire alarm and that but a chimney fire, which occurred at 11 o'clock Saturday night, for the twenty-four hours ending at midnight last night, was regarded as extremely fortunate by the fire department. It would have been almost impossible to haul heavy steamers or trucks about the city, except on car tracks, owing to the great depth of the snow. Four horses were placed on chemical No. 1, and other apparatus was equipped with extra horses as far as possible, but the department will dread any alarm for the next twenty-four hours until the streets have become reasonably passable. A scraper was placed on Nicollet avenue late yesterday afternoon to level off the snow, but its only effect was apparently to make the avenue more impassable for heavy teams than ever.

MANY UNABLE TO REACH HOME.

The unfortunates who were caught out in the storm Saturday night had an experience which savored of the early days which old settlers tell about. The storm had begun about 5:30 o'clock in the afternoon and grew steadily in intensity until by 8 o'clock Saturday evening it was raging with a fury unequalled in the memory of the oldest inhabitant. Many people who had obtained seats at the theaters remained at home, wisely, but there were nevertheless large crowds both at the Metropolitan and Bijou theaters who found, when the show was over, that all street car traffic had been practically stopped and that there were not enough carriages to be had to take them all home.

The situation was serious in many cases and attempts, in most cases, futile, were made to walk to distant parts of the city by those who thought they must get home. The walking was so very difficult and the storm so blinding that many who attempted it stopped on the way and spent the night at the hotels in the residence sections. The down-town hotels were crowded and some of them turned away as many as fifty people who applied for lodging. The registers showed that a large number of St. Paul people were forced to remain in Minneapolis over night, and it was not until a late hour yesterday morning that they were able to secure a street car to take them to St. Paul. It is estimated that fifty people spent the night at Voegeli's, and as many more at Hoffin & Thompson's, which are both all-night drug stores.

The large department stores all closed early Saturday night, but street cars were running so irregularly that most of the employes either had to face the storm or remain down town over night. Some of the stores employed their delivery wagons in taking their employes home, and the teams were thus kept busy until after midnight. The hackmen worked as long as their horses could stand it. Hackdrivers all made money, and many of those unable to secure carriages, secured single rigs from the livery stables. In the morning the hacks and liveries also did a thriving business. People residing in the residence portion of the city who were forced by business to come down town, secured rigs if they could obtain any method of communicating with livery stables.

TRAINS GENERALLY ON TIME.

Railroad trains from Chicago and the east arrived on time. The storm which drove the snow in huge drifts around Minneapolis and St. Paul was only a driving rain south and east of Hastings. It extended west on the Northern Pacific only to Little Falls and did not delay the trains from the west more than a few minutes. On the Hastings & Dakota division of the Milwaukee the train due in Minneapolis at 7:45 was stuck in a snow bank at Hazelton which is about thirty miles from Minneapolis, and did not get out of the drift and arrive in this city until after 4 o'clock yesterday afternoon.

The train on the Eastern Soo was three hours late and the Northern Pacific coast train came through on time, only to get stuck in the train shed. The Northern Pacific and Milwaukee both sent men about the city to secure laborers to shovel out local yards and were successful in obtaining about forty men.

Overweight of snow on the roof of the New England Furniture and Carpet company's building caused a large section of the roof to cave in Saturday night. A section of metal skylight about thirty feet square came down with a deafening roar and ruined several hundred dollars' worth of toilet and glassware in the crockery department. The accident occurred about midnight and the night watchman had a narrow escape from death, as he had just passed through that section of the warerooms when the crash occurred. A score of laborers were obtained yesterday morning and put at work repairing the damage and carting away broken crockery and glass.

STREET CARS STALLED

At Midnight Several Lines Had Not Been Opened.

Probably never before in its history has the Minneapolis street railway company had a tougher time as the result of a storm than it has had since 6 o'clock Saturday evening. Within two hours after the storm began the company was laid low and regular traffic was stopped. All attempts to keep the lines open Saturday night resulted in failures and, in fact, made matters worse than ever. In that teams would drive over the tracks which had been plowed, tramping down the snow which was wet and which froze underneath additional snow, until nothing but a shovel, pick and elbow-grease could cut a way through.

That the more important lines were open at midnight is regarded as a sample of remarkable energy. No regular traffic was attempted until yesterday noon, after which cars ran quite regularly on the Interurban line, and the Fourth avenue, Bloomington and First avenue S short lines. Every available employe of the company has been working in some capacity all of the time since Saturday night.

The entire North Side of the city and the East Side was snowbound all day yesterday, as far as street cars were concerned. Snow plows made no attempt to open up the Western, Sixth avenue N or Washington avenue N lines until late in the evening, when a snow plow made its way to Camden Place. Second street NE was also a snow drift, as was the Central avenue and Monroe lines. Plows had not been over these lines at midnight, as near as could be ascertained, but the company announced that all lines would be doing business this forenoon as usual. The Interurban line was the first line open, and this only as the result of many snow plows with trains of several cars connected together. The next lines to be opened after the Interurban included the Fourth, Bloomington, First and then gradually by dark the Eighth and the Hennepin avenue lines.

It was difficult to form an opinion of which line was the more difficult to open. Superintendent Brigger stated that the lines were pretty much the same, as all were hard to open. The first snow which fell was wet. This had frozen and it was next to impossible to reach the tracks without shovel and pick. The street car company was unable to begin active work until 11 o'clock, by which time the storm was over. Work then began with a determination and every able bodied applicant for work was given a pick or shovel and a job. The company took all the men it could get.

Hennepin avenue itself was as bad as any line in the city. The union depot and the Sixth street loops were kept open, but above Sixth street on Hennepin avenue it was like going against a stone wall to attempt to clear the tracks. At 3 o'clock yesterday afternoon a snow plow had reached Eighth street going out. Here it stopped, and no amount of electricity could budge it an inch, and finally the task was given up for the time until the crew of shovelers could be worked out that way. Somehow the line was opened so that the first car passed out over it about 7 o'clock, after which Harriet cars began irregular trips. On Hennepin avenue, where the Sixth avenue N tracks branch off, was a huge drift which required considerable hard muscular energy to shovel through. A sample of the trouble the street car company had was witnessed by a Times reporter yesterday morning between 1 and 3 a. m. To a layman at first glance the task of opening the tracks appeared an easy one. It was only upon investigation that the real difficulties confronting the company could be seen.

About 1 o'clock Sunday morning a train of six cars with one of the huge four-motor snow plows in the rear, came north on Third street from Fourth avenue. At First avenue S this long train stuck in the drifts and it was 3 o'clock before the train reached Nicollet avenue. The train would move ahead a few inches, then back, then take another flying start and make a few more inches progress. There was an undercoating of wet, frozen snow on the tracks, and the wheels slipped merrily around. Shovels and brooms were brought out and the two rails cleared to Nicollet avenue, and even then little progress could be made. Then the train was cut in two sections. Power would be turned on the forward section and the rear section would back up, take a flying start and then bunt the forward section and in this way, inch by inch, progress was made. When the big snow plow on the rear end of the train reached the middle of the block the copper wire wound around the trolley pole blazed up brightly like the wire in an incandescent electric light. Then the pole caught fire and another delay ensued while a new trolley pole was substituted. Trains were made up of as many as ten cars. These trains sometimes required hours at a time to make a progress of a block, although the tracks had been roughly shoveled off.

On Washington avenue N late in the afternoon a new scheme for clearing away snow from the tracks was given a trial. This peculiar plow worked as does an ordinary street sweeper with swiftly revolving brooms in front which scattered the snow in all directions. Apparently the trial was a success, for the peculiar car managed to make its way north on Washington avenue and was lost to sight over the bridge. No attempt was made to take cars out of the Twentieth avenue N station until evening, when a snow plow eventually made its way to Camden Place, opening up this line. The Twentieth avenue N and Emerson avenue lines had not been opened by 11 o'clock but plows and shovelers were all at work and these lines are expected to be in service to-day.

Western avenue and Sixth avenue N lines and Second street NE were announced to be ready for business to-day, although it will necessarily require a great amount of energy to accomplish this as there is much uphill work on the Western and Sixth avenue lines especially and there are many large drifts. The Cedar avenue tracks were buried in snow until late at night, but were also opened before midnight and snow plows were announced to be beginning to make their way out Riverside and Minnehaha avenues. The company announces that all lines will be in service to-day.

About midnight a snow plow started out over the Central avenue line and reached Tenth avenue, where two motors burned out and it was necessary to send out cars to haul the apparatus to the station. A snow plow was started over the Como avenue line towards St. Paul at midnight and at 1 o'clock had not been heard from.

THE STORM IN ST. PAUL

No One Tried to Remove the Snow on the Sidewalks.

The snow storm of Saturday night was the heaviest precipitation in St. Paul in fifteen years. The nearest approach that Observer Lyons could ascertain by reference to his records, which go back only to that time, was Nov. 16, 1886, when fourteen inches of snow fell, and Feb. 25, 1893, when the same amount fell. In every sense, except low temperature, the storm was a record breaker.

All day yesterday the snow lay upon the sidewalks where it fell and upon the streets in great drifts four and five feet high. No effort was made to remove it. Even the street railway company displayed an aversion to anything like an extra effort to get cars running at all to say nothing of having them run on schedule time.

Half a dozen Como Interurban cars were stalled all night at St. Anthony Park, and as many on the Hamline line failed to find their way back to the starting point until yesterday.

The Selby cars started yesterday morning at 7 o'clock and by 9:30 were running on schedule time, but it was the only line in the city to do so. The Interurban got started at 12 o'clock, the Grand avenue and Rice street at 2, the Seventh street at 3 and the Como Interurban at 5 o'clock. The Jackson street, Hamline, Maria avenue, Mississippi street, Stryker, State, Fort Snelling, Groveland Park and Lafayette avenue cars scarcely made an attempt to start, nor will they all be running with anything like regularity until noon to-day. The company has its usual street force at work, but no extraordinary effort has been made to get the cars in operation.

Every railroad train coming into the city yesterday except the Northern Pacific overland train, which arrived two minutes ahead of time, was late; the Omaha from the west, due at 7:25, arrived at 10:25; the Omaha from Chicago due at 3:50 arrived at 10:45; the Burlington from Chicago due at 7:46 arrived at 11:05; the Milwaukee from Chicago due at 7:50 arrived with four engines at 5:25; the Hastings Dakota from the west due at 3:15 arrived at 4:15 and all other incoming trains were from one to four hours late.

AT OUTSIDE POINTS.

La Crosse, Wis., March 12.—A big storm raged to-day. Railway traffic is crippled. The storm began with a hard rain yesterday turning to snow, which froze on the tracks. Early this morning the Burlington limited was ditched a few miles above Victory. Four coaches and a sleeper went off the track.

Two children were slightly injured. The accident was caused by high water.

Reports from points on the southern Minnesota division of the Milwaukee road show that the Root river is rising and that the worst flood in the history of the valley is threatened. At many places the water is five feet above the tracks. All trains on that division are suspended

No Trains for Two Days.

Detroit, Mich., March 12.—Nearly all points in the upper peninsula of Michigan report railway traffic completely blocked by snow storms. At Bessemer, Mich., the heaviest snow storm ever known is prevailing. Streets are banked with snow four to eight feet deep. This, with former storms, will make a total fall of snow of about eight to twelve feet on an average. In some places the drifts are from the top of one roof to another.

At Houghton, Mich., a blizzard has prevailed for twenty-four hours. All traffic is tied up. All trains are cancelled and no railroad communication with the east has been had since Saturday. Snowdrifts eight feet high are in the streets.

Calumet reports the streets completely blockaded and in places the drifts cover the first story of some of the business places.

Turned to a Blizzard.

Corwith, Ia., March 12.—This section experienced the worst sleet and snowstorm of the season for the last two days. Last night the wind shifted to the north, the rain turned into a snowstorm and a blizzard raged for twelve hours. Trees and shrubbery are covered with half an inch of ice, stock sheds are full of snow and stock is covered with ice and snow, causing great loss to farmers.

Victim of the Blizzard.

Calumet, Mich., March 12.—The body of J. Williams was found in a snowstorm near the Tamarack Junior mine. He was lost in last night's blizzard and froze to death within a hundred yards of his home. The worst blizzard this country has seen is raging.

Worst Blizzard on Record.

Rapid City, S. D., March 12.—The blizzard that swept over the east of this city to-day and Saturday was the worst ever experienced here. Two men are missing, the son of Shelby Reed, a wealthy sheep-owner, and Mail Carrier Pearson. It is feared others have perished.

Railroads Crippled.

Milwaukee, Wis., March 12.—Most of the railroads between Milwaukee and St. Paul are in a crippled condition on account of the storm in the northwestern part of the state. Throughout the Wisconsin valley districts large drifts are reported, the snow being from one to four feet on the level and the drifts much higher.

The Wisconsin Central trains were all several hours late. The tracks below Milwaukee and St. Paul and Minneapolis however, are reported open both by the Milwaukee and the Central roads, though the latter is badly hampered north of Abbotsford.

The snow that accompanied the blizzard is not the only conditions that the railroads are fighting. Many of the streams in eastern Minnesota and northwestern Wisconsin overflowed Friday and Saturday and in territory west and north of La Crosse, there are bad washouts. On the southern Minnesota division of the Milwaukee road washouts for fifteen to twenty miles occurred and all trains on that division have been transferred to the Prairie du Chien division. The Chicago, Burlington & Northern has abandoned its division through southern Minnesota to St. Paul and is reaching the latter city over the Milwaukee roads' tracks from Prairie du Chien via the La Crosse route.

All the lines have large crews out either trying to repair the tracks or clear the snow out.

Worst in Years.

Ishpeming, Mich., March 12.—The worst storm experienced here in years has been raging for thirty-six hours. In places the snow has drifted from ten to fifteen feet. Railway trains are abandoned and street cars are stalled. The northbound passenger train on the Chicago & Northwestern line reached Little Lake this morning, but remained there all day, snowbound. Two extra engines with two large plows attached left here to open the line, but got stalled between Swanzy and Cascade.

Oshkosh Flooded.

Oshkosh, Wis., March 12.—A thaw, a frost, a sleet storm and a heavy rainfall occurring in the order given, have resulted in flooding various portions of the city. It is the most serious in the low portions of the south side, where some of the smaller, least important streets are under water, and houses and buildings are surrounded by water.

Indications.

Washington, March 12.—Forecast for Monday:

For Minnesota—Fair, warmer; easterly winds.

For North and South Dakota—Fair, warmer; southwest winds.

For Iowa—Fair, warmer in northern and western portion; north to west winds.

For Iowa and Michigan—Fair; warmer; southerly winds.

Local Observations.

United States Department of Ariculture. Weather Bureau, Observer's Office, Minneapolis, March 12.—Observations taken at 7 o'clock p. m., 90th meridian time: Maximum temperature, 25 degrees; minimum temperature, 12 degrees; daily range, 13 degrees; temperature at time of observation, 16 degrees; direction and velocity of wind, northeast, 12 miles; weather, partly cloudy; rain or melted snow during past twenty-four hours, .36 inches.

Observations.

United States Department of Ariculture. Weather Bureau Observations.—Taken at 8 p. m., 75th meridian time at all stations:

STATIONS.		Highest temperature yesterday	Lowest temperature yesterday	Precipitation during 24 hours ending at 8 p. m.
Minneapolis	Pt. Cloudy	22	16	.36
Duluth	Cloudy	16	12	.20
Huron	Cloudy	20	..	......
Bismarck	Clear	18	—6	......
Williston	Clear	16	—16	......
Helena	Cloudy	28	19	T.
Havre	Cloudy	[illegible]	9	T.
Winnipeg	Clear	8	—10	......
Minnedosa	Pt. Cloudy	4	—16	......
Qu'Appelle	Cloudy	10	—14	......
Swift Current	Pt. Cloudy	20	—21	.06
Medicine Hat		..	10	......
Calgary	Pt. Cloudy	16	—2	......
Edmonton	Clear	12	0	......
Battleford	Snowing	4	—2	.30
Prince Albert	Cloudy	10	—4	......

T indicates a trace.
— indicates below zero.

—T. S. Outram, Observer.

Minneapolis, March 12.

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SNOW FENCES FOR ELECTRIC RAILWAYS.

A number of roads with long stretches of exposed track have tried with good results, the plan of placing board fences along the right of way, particularly at cuts, to prevent the formation of snow drifts on the tracks. The fences are generally built in self-supporting sections from 12 to 16 ft. long, which may be readily taken down in the spring and stored. The distance the sections are placed from the roadbed is usually about 60 ft. but varies from 75 ft. down to a few yards depending upon the topography and the space available.

In the "Review" for Jan. 15, 1900, page 48, was presented a description of several methods of preventing the formation of drifts and we give herewith several methods that are being used this year.

The Twin City Rapid Transit Co. protects its interurban line between Minneapolis and St. Paul by means of fences constructed as shown in Fig. 1. Each section is 16 ft. long, made up of seven

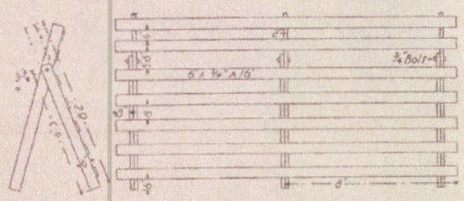

FIG. 1—SNOW FENCE—TWIN CITY RAPID TRANSIT CO.

6 x 3-4 in. boards, nailed or bolted at the center and 8 in. from each end, to scissor-like supporting pieces, the two members of which are held together by a bolt, 6 ft. from the ground, the bolt acting as a pivot. The shorter piece, which is 6 ft. 3 in. high, carries five of the cross boards, and the longer one which is 8 ft. 2 in. high supports the two upper boards. When the sections are placed in position the supporting pieces are spread apart at the base throwing the top cross planks forward, it having been found that the fence catches and holds the drifting snow better with the upper pieces in this position than when all the boards are in the same plane.

Mr. W. J. Hield, general manager of the Twin City company, writes that the sections are usually placed from 50 to 75 ft. away from the tracks, the distance depending on local conditions. There are instances where the company would prefer to have them farther away, but for different reasons is unable to do so.

Mr. W. G. Rice, superintendent of the Bangor (Me.) Orono & Oldtown Ry., has sent us photographs which are reproduced in Figs. 2, 3 and 4, showing a snow fence that is used at four different places on his road, the longest single stretch erected being 410 ft. in length.

The individual sections are 12 ft. long, and contrary to the more general practice are constructed to present a solid front to the wind and snow, instead of being built up of cross boards with spaces between. The sections are made by nailing 5 ft. boards of various widths to two cross pieces as shown in Fig. 3, leaving 5 in. of the cross pieces projecting at each end, and every section is hung upon two A-shaped supports (see Fig. 2). The two sides of the supports are 2 x 4-in. pieces, 5 ft. 2 in. long, held together by a 2 x 6-in. cross piece near the bottom and a 2 x 4-in. piece near the top as shown, the total width of the support at the base being 5 ft. The upper ends of the sides are mortised out and the lower cross member is notched at the center to receive the projections on the fence

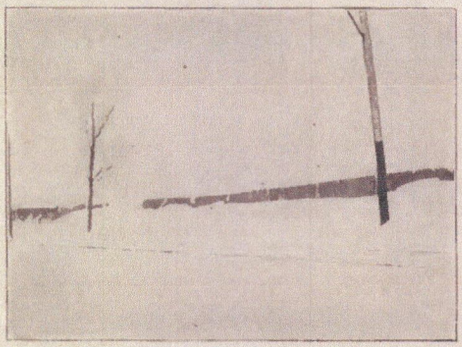

FIG 4.

sections. Fig. 4 shows a stretch of fence in place. Mr. Rice states that the picture was taken at the worst spot on the line, but since the fence has been erected the company has had no trouble whatsoever from drifting snow.

The Lynn & Boston Railroad Co. uses a fence which is built of boards 1 in. thick, 6 in. wide, and 16 ft. long, placed one above the other to the height of 4 ft. making a four rail fence. The boards may be nailed to the side of A shaped end pieces or supported in any other way practicable. Mr. E. C. Foster, general manager of the road, writes that the sections are placed about 60 ft. from the track in places where there is no fence or wall alongside the street. Where there is a fence or wall the snow fence is placed 20 ft. beyond.

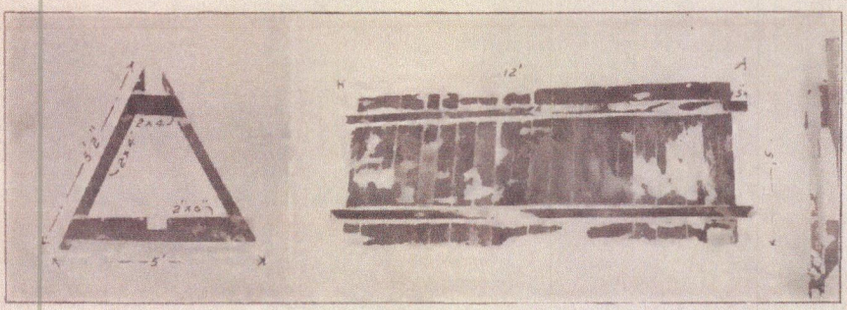

FIG. 2 SNOW FENCE ON BANGOR (ME.), ORONO & OLDTOWN RY. FIG. 3.

SOUTHERN OHIO IN CINCINNATI.

The Southern Ohio Traction Co. has for some time been negotiating with the Cincinnati Street Ry. to secure a route that would give the interurban line a terminus at Fountain Sq. The Southern Ohio owns a franchise for about 4,000 ft. of track in College Hill and the proposition of the Cincinnati railway is that in return for this franchise it will build cars of its standard pattern, to be painted and lettered as the Southern Ohio shall desire, which it will operate between College Hill and Fountain Sq. by the shortest route. The Southern Ohio would prefer to bring its own cars into the city.

DULUTH
STATION

Routing of Snow Plow No. 22 Route No. 1
Winter of 1918-19

Duluth Station

to 7th & Broadway (Wye)
to 5th & Wabasha
to Stryker & Annapolis
to Cortland & Maryland
to 5th & Robert
to Rice & South
to Inver Grove
to 5th & Robert
to Robert & Annapolis
to 3rd & Robert
to 3rd & Sibley
to Duluth Station

TROLLEY BUS

EXPERIMENTAL TROLLEY BUS OPERATION

An experimental trolley bus service was established May 15, 1922, on Bloomington Ave. S. between 38th St. E. and 48th St. E. in Minneapolis. Thirty-minute service, with fifteen-minute rush hour service, was provided from 6:00 a.m. until 11:30 p.m. Equipment consisted of two trolley buses, described more fully later.

For traveling to and from Lake St. Station the current collection problem was solved in the following manner. The current collector was a single trolley pole divided into two segments at the top, each segment fitted with a trolley harp and wheel. On the underside of the chassis was mounted a sliding flanged contact shoe that could be raised or lowered at will to make contact with one of the steel rails of the streetcar track. When operating over the street as a trolley bus both trolley wheels were in contact with the twin trolley wires, one positive and one negative, and the rail contact shoe was in the raised position. When operating over the streets with streetcar tracks, only the positive trolley wheel was in contact with the trolley wire, while the rail contact shoe was in the lowered position, forming the negative return by its contact with the steel rail. A certain amount of play was provided in the contact shoe assembly to allow the trolley bus to make turns.

In the TCRT Co. 1922 Annual Report the officers stated that the company did not accept or reject trolley buses, but that its investigation of them would be continued. Apparently the results were not satisfactory. The trolley buses were removed from service on May 22, 1923, when the streetcar line on Bloomington Ave. was extended from 38th St. to 48th St.

Number 1 was a Mack Model AB gasoline bus purchased in 1921 and operated out of the North Minneapolis-Camden Garage.

Number 2 was a trolley bus built by the J. G. Brill Co. during 1922 with the chassis fabricated by the Lamsden Electric Company of Danbury, Connecticut. It was 23'10" long with a wheelbase of 137 inches. Seating capacity was 30 persons. It was equipped with two G.E. 258 motors, Westinghouse control, weighed 11,500 pounds and cost $7,675. Automatic foot-operated control, giving series-parallel acceleration of the main motors, was employed. The control equipment was mounted beneath the bus, fully enclosed for protection against dust and water. The master controller had three positions, (1) permitting running for short periods with series connections of motors and all resistance in the circuit for switching, (2) an economical low running speed with motors in series and all resistance cut out, and (3) full parallel connections of motors for normal service. Upon starting, the foot controller could be at once operated to the desired position, and proper acceleration was accomplished regardless of route or load conditions. (October, 1922, Westinghouse Electric Company publication.)

Number 3 was a trolley bus built by TCRT Co. during 1922. It was equipped with two G.E. 258 motors, one K-63 controller, seated 30 persons, weighed 10,960 pounds and cost $10,196.

The two trolley buses were placed in storage in 1923 where they remained, unused, until 1934 when they were sold for scrap to the Wilensky Auto Parts Company, Minneapolis. 6-11-1934

Reasons for Trolley Bus abandonment.
- Operating costs excessive.
- Trouble with trolley poles and control due to jarring.
- Residents objected to the overhead.
- Accidents high.
- Restricted to fixed route.

of the street while making repairs, it is painted with a brilliant red to avoid accidents.

TRACKLESS TROLLEY FOR MINNEAPOLIS

Experimental Line To Be Operated By Twin City Rapid Transit Company As Feeder to Street Car System

Minneapolis and St. Paul, Minn., served by the Twin City Rapid Transit Company, have outgrown their street car system, a condition which can be found in nearly every large city of the United States and Canada. The problem of building extensions into new territory which is sparsely settled, however, involves a large expenditure of money, and the officials of the Twin City Rapid Transit Cimpany in trying to solve the problem have constructed a trackless trolley to determine the economy of this form of transportation.

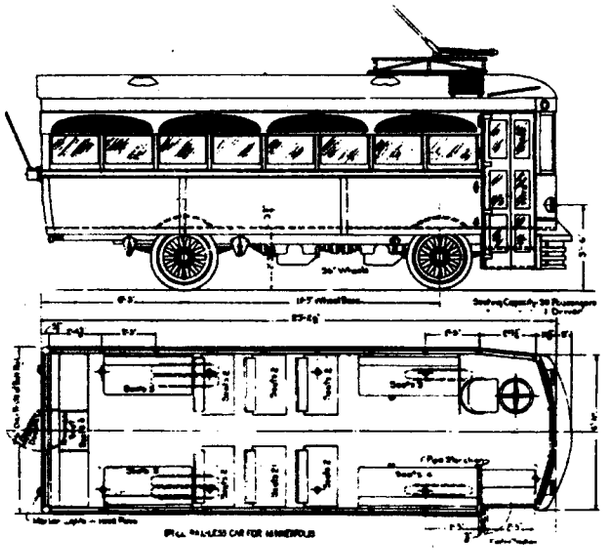

Diagram of Rail-Less Car for Minneapolis Showing Elevation and Floor Plan.

A rail-less car, having a seating capacity of 30 passengers, has been purchased from the American Car Company, St. Louis, Mo. This Brill rail-less car, however, is longer than the type which has been undergoing tests, one window being added to the length. The principal dimensions and weight are as follows:

Length from rear over bumper	23 ft. 10½ in.
Length of body overall	23 ft. 2½ in.
Width over sills	7 ft. ½ in.
Width over post at belt rail	7 ft. 6 in.
Centers or side posts	2 ft. 5 in.
Height from floor to underside of carlines	6 ft. 8 in.
Approximate weight of vehicle	9500 lbs.

Body Construction

Both the underframing and upper framing of this car is of steel; the former including side sills of pressed steel angles ⅛ in. thick and 3 in. 4 lb. channel crossings, and the latter, corner and side posts of 1½ by 1½ by $\frac{3}{16}$ in. T-section with top railing and outside sheathing. The dash below the front vestibule windows is of No. 18 sheet steel.

Stationary arched top sash is used across each pair of windows which are arranged in a continuous frame and glazed with pressed prism glass which enhances the appearance of the vehicle. All lower sash are arranged to raise, and may be held at various heights as all posts are fitted with Brill spring glass "renitent" casings. The three front vestibule sash drop into pockets, but can be held at various heights by sash racks attached to the vestibule posts. A handle convenient to the operator's position controls the manually operated two-leaf service door on the forward right hand side of the body. This door encloses double stationary steps located within the lines of the carbody and is glazed with wire glass which gives the operator a better view of the prospective passengers. An emergency door in the center of the rear end of the body with double sash on each side which conforms to the same arrangement as the side sash.

Both wood and steel carlines support the plain arch roof which is formed by $\frac{7}{16}$ in. roof boards with four Brill bus type exhaust ventilators, two on each side, equipped with registers and adjustable shutters.

Inside the finish is of mahogany-stained red with the carline ceilings enameled white. All seats are of Brill manufacture, upholstered in twill woven seating rattan, the transverse type being 33½ in. long, and having pressed-steel supports. The aisle width between transverse seats is 19 in. The drivers seat is of the bucket type supported on single pressed-steel pedestal and upholstered in brown imitation leather.

Included in the equipment of the body are the Faraday system of push buttons on side and rear posts, Pantasote curtains and Curtain Supply Company's curtain fixtures, twelve Consolidated single-coil truss plank heaters with six on each side of the car, two head lights, and one tail light. Two mirrors are provided, one outside the body on the left side to permit the driver to see vechicles approaching from the rear and one in the front vestibule to enable him to see passengers back of him.

Chassis Equipment

Chassis construction consists of a Lansden type measuring 20 ft. long and 2 ft. 5⅜ in. high from the ground to bottom of frame, and a wheelbase of 11 ft. 5 in. Cushion tires are used, 36 by 6 in. at the front and 36 by 8 in. at the rear. The electrical equipment consists of two G. E. 258 ball-bearing motors mounted in tanden between the axles with propeller shaft connections, and Westinghouse automatic control and single pole trolley with No. 13 U. S. trolley base. A Westinghouse rail contact permits the operation of the cars to the carbarn by way of single wire lines.

Sufficient braking is provided by an internal expanding type service brake mounted on drums of rear wheels and operated by foot pedal, while the emergency brake of the same type is operated by a lever convenient to the operator's right hand.

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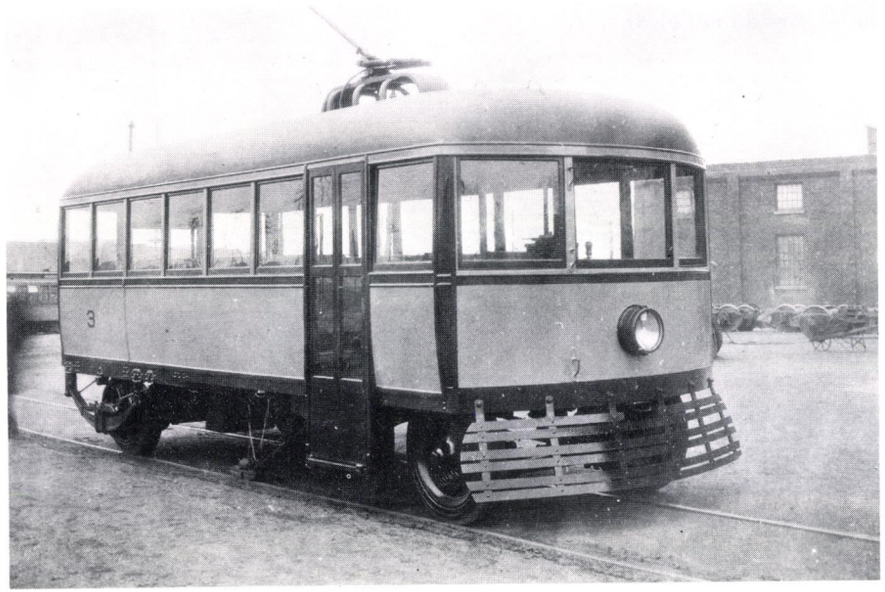
During 1922-23, Twin City Rapid Transit experimented with electric buses on Bloomington Avenue between 38th and 48th Street (today's Route 14). A second overhead wire was installed (streetcars require only one wire because the rail is the negative current return). Bus 2 was built by J. G. Brill Company of Philadelphia, and was joined by another bus built at the streetcar company's Snelling Shops.



Electric Railway Journal for 8 April 1922: Such progress has been made in adapting a Brill trackless trolley for the Minneapolis Street Railway that the starting of its use on the Bloomington Avenue line is expected about April 15. Some of the changes made for the Minneapolis car, which is likely to be standard thereafter due to the logic of the development is a 36-in wheel instead of 34-in., thirty seats instead of twenty-eight, one steel trolley pole instead of two of wood, a track shoe by which the car may be operated back to the company station from the end of the line.

T. Julian McGill, vice-president of the railway, believes that a trackless trolley must be constructed so that it will fit into all operations of the trolley system, otherwise it will be mistaken policy to adopt use of such equipment. This car may be operated at a maximum of 12 feet from the tracks in operation over the regular trolley routes back to the station, where emergency may require a detour be made to avoid an obstruction.

The steel trolley pole with twin wheels to fit the double wire is believed to be an improvement of the original plan for a double wood pole".

Minneapolis Morning Tribune (1909-1922); Nov 19, 1922; ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 10

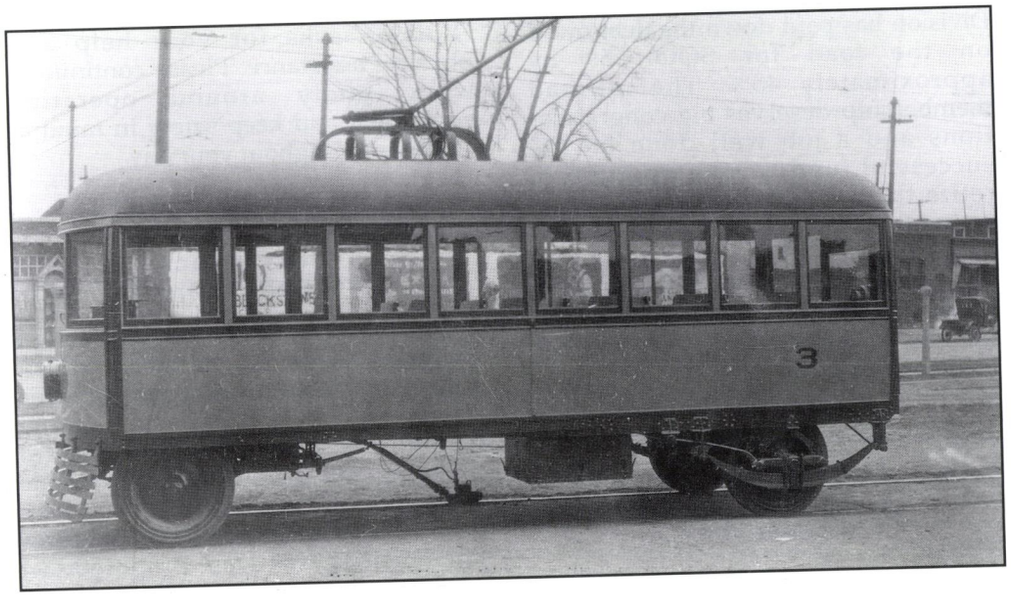
Improved Trackless Trolley Bus Being Built for Use Here

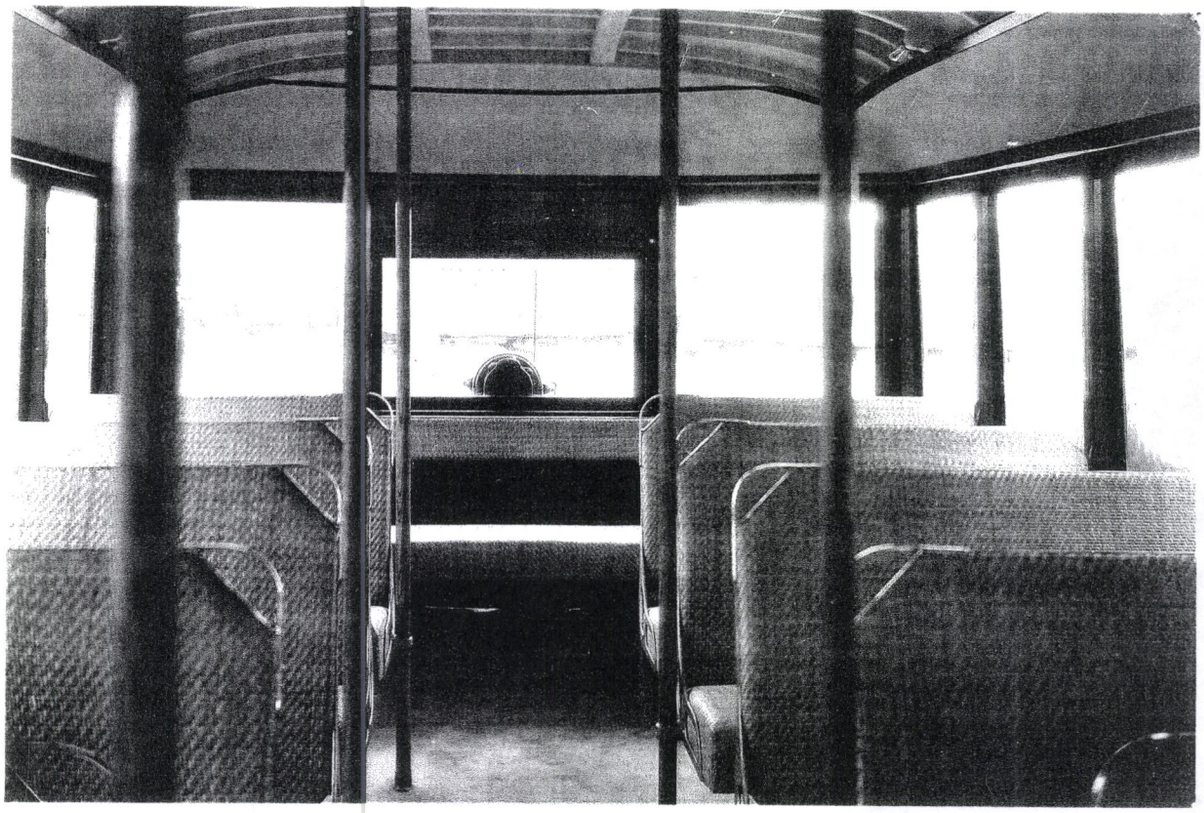
Model Expected to Eliminate Defects in Bloomington Avenue Vehicle.

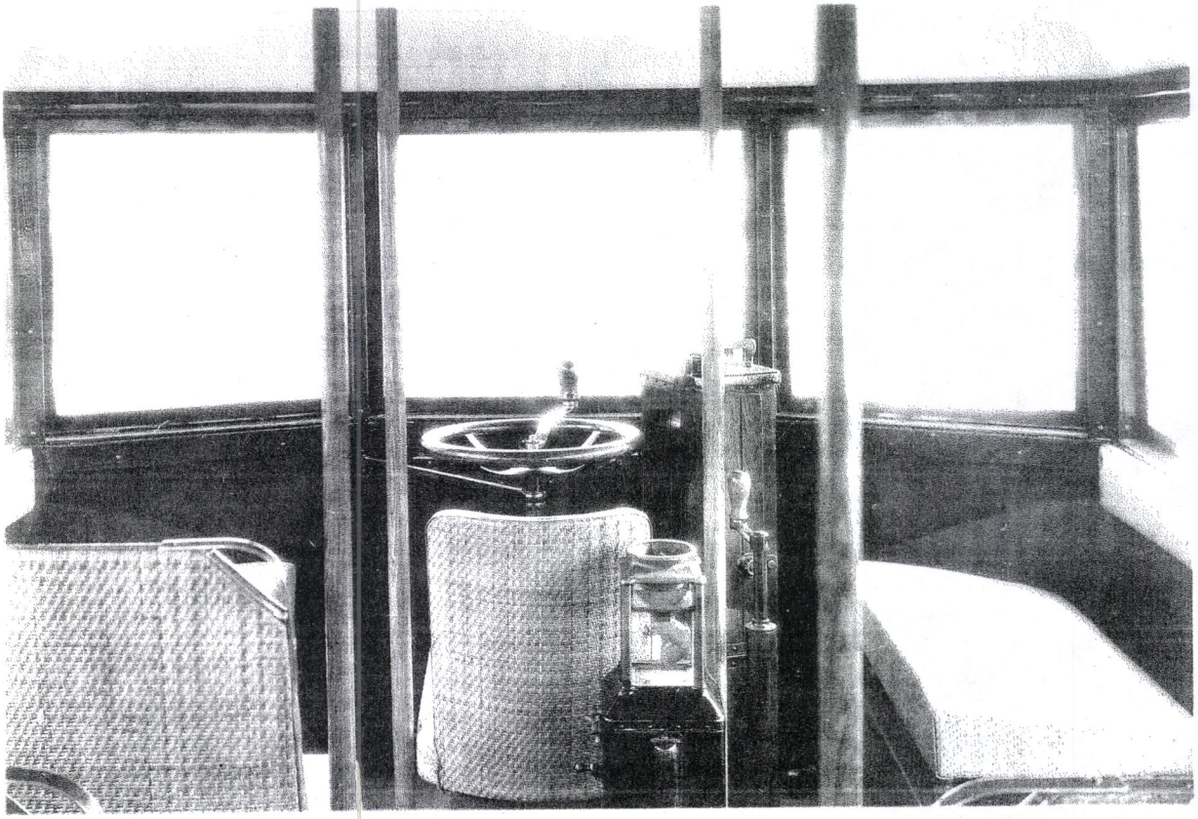
The Minneapolis Street Railway company is building in its local shops a trackless trolley bus which is expected to eliminate faults discovered in operation of the trolley bus on Bloomington avenue, T. Julian McGill, vice president, said last night. If the new bus does not prove more satisfactory than the Bloomington avenue bus, he said, the company will abandon this plan of transportation for Minneapolis.

The company had planned to install a trackless trolley cross-town service on Lowry avenue next year, which would require five or six busses. Lowry avenue, however, crosses several streets on which trolley lines are operated, and, according to Mr. McGill, the problem of carrying the double trolley for the trackless bus across the regular trolley lines has not been worked out.

He said the double trolley for the bus carries both the positive and negative current and if this came in contact with the single trolley of the regular car lines the cables would be burned off. The company has suggested gas bus service as a substitute.







Courtesy the Scalzo collection
www.trolleybuses.net

Ohio Brass Collection-Illinois Railway
www.trolleybuses.net
ORDER 21440
PHOTO 7847
21440 ?

CONTENTS OF BACK POCKET

1905 - 1917
white numbers (large) on
black background

1890's

Silver ~~[illegible]~~ background
black numbers and letters

Later black background white
numbers and letters

Cond

M/M

Black on ~~white~~ silver } or during
change
over time

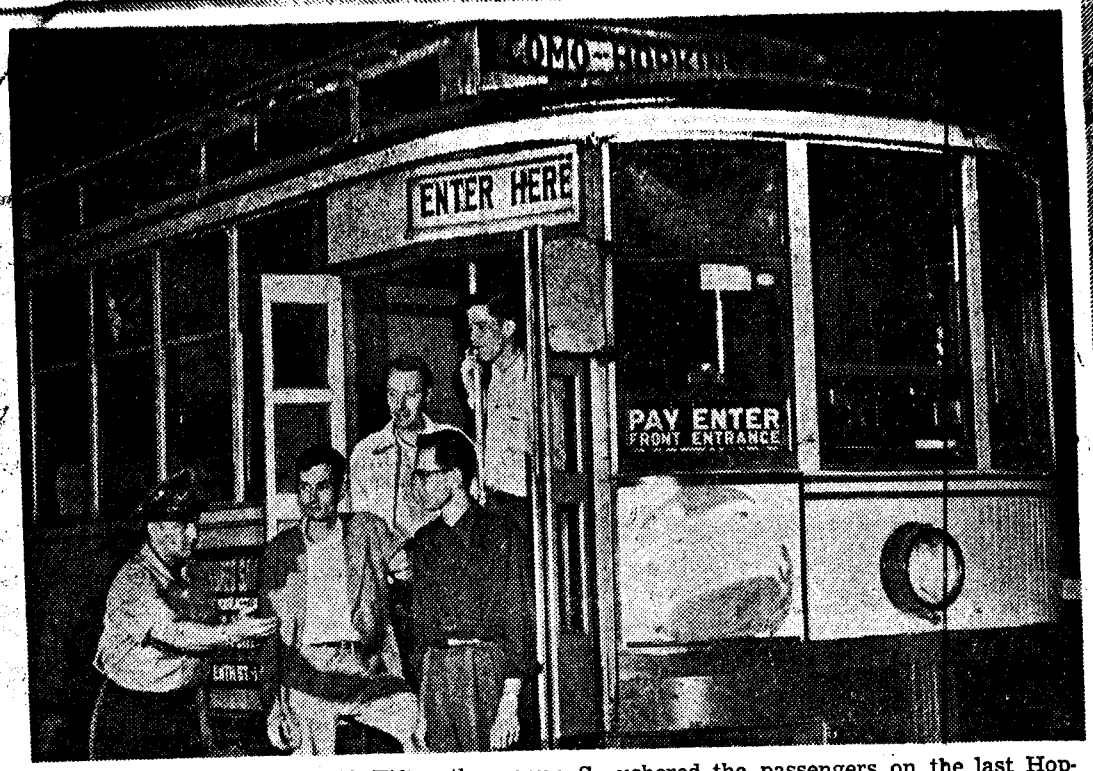
1921 M/M and Cond as now

Hat Badges Large Number. 1905-1917

Coat Buttons
TCRT Co.
TWIN CITY
LINES 1907 -
(1910 not
certain

2 Very old (1880's) employee identification number breast badge, brass with copper number soldered on: #69 (oval) and #176 (round)
1 TCRT "PILOT" hat badge
1 TCRT "PURSER" hat badge
20 TCRT hat badges, domed top, black background with white employee numbers over white "TWIN CITY LINES"
4 TCRT early motorman/conductor hat badges: #s 3036, 1336, 2440, 748
28 TCRT "MOTORMAN" plain rectangular hat badge with round end, black w/white lettering and metal edge
43 TCRT 'CONDUCTOR" plain rectangular hat badge with round end, black w/white lettering and metal edge
11 TCRT "INSPECTOR" plain rectangular hat badge with round end, metal badge with white letters
8 TCRT "OPERATOR" domed hat badge, TCRT logo over "OPERATOR" pewter-type metal Motorettes 1911-1916
2000+ TCRT Employee ID number buttons/badges, 1" diameter, black w/white numerals and metal edge
1000+ TCL bus driver employee ID number buttons, black w/white band and black numerals, ¾" diameter

I don't remember if I told you about my running double ender #3. The City was to begin a sewer project at 54th. and Penn which would put the wye out of service for an indefinite period. In order to maintain service to 54th, shuttle service was established between 50th and 54th using #3. I was first man on the Nicollet extra board and fell heir to the day run for the duration. I would pull out and proceed to 50th and Penn. I would make connections with outbound Bryants who would go west to Xerxes and wye. In the meantime, I would make a roundtrip to 54th. and connect with the inbound from Xerxes. This went on all day until my relief arrived. This was set up as a day run and an evening run with a tripper in between. To avoid having to deadhead an extra man out and back for just two hours, the tripper was split between the two runs. It took five trip sheets to log all the trips. I sure enjoyed operating that little car and wished it could have been saved. Another Nicollet job that went to the extra board were shop transfers of which I sometimes caught. When I took a shop car over to Snelling and there was an OK to bring back, I didnot always return the normal route. Sometimes I would take a scenic route like Snelling to Como to Mpls Loop, and Nicollet to the station. One early evening I was on my way back with a Nicollet OK car returning via Selby- Lake. Before I reached Prior Ave a motor went. I called from the Prior wye phone and was instructed to return the car to the shops, so back I went. 1946 KIRT BLEWETT



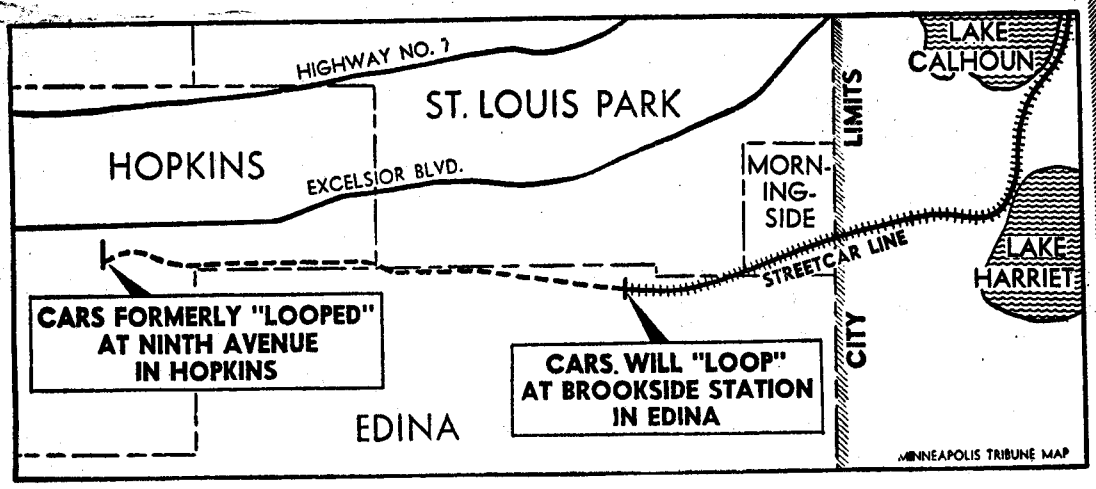
Motorman Arvard Pentz, 913 Fifteenth avenue S., ushered the passengers on the last Hopkins streetcar down the steps. The passengers (left to right), Corbin Kidder, 144 University Village; Bob Schumacher, 2517 Lyndale avenue S.; Ed Nelson, 2310 Irving avenue N., and Russell Olson, 3708 Twenty-eighth avenue S., are members of the Minnesota Rail Fans association.

Hopkins Car Service Ends

A 46-year era ended last week when Twin City Rapid Transit Co. discontinued streetcar service to Hopkins because of a lack of business.

Early Saturday morning the last car from Minneapolis "looped" for its return trip at the Ninth avenue wye in Hopkins. Cars which followed turned at Brookside station, Brookside avenue, Edina (see map below), chopping three more miles from the line which was built from Minneapolis to the Lake Minnetonka area in 1905.

Hopkins, which will be served by buses in the future, got its rail service that year when the Excelsior and Tonka Bay suburban line was completed. In 1906, a spur track was built to Ninth avenue in Hopkins.

Competition from private automobiles caused the rails west of Hopkins to be removed in 1932.

Emil B. Aslesen, TCRT president, said the company has lost $345,000 on the Hopkins streetcar line in the last 10 years and nearly $62,000 in 1950 alone.